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Hongkong Daily Press.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE. WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35
Yau Ma Tei ...Dep.	6.49	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35
Shatin ...Dep.	7.01	8.16	9.21	10.11	12.11	1.26	2.46	3.11	4.46
Tai Po ...Dep.	7.15	8.30	9.35	10.25	12.25	1.40	3.00	3.25	5.00
Tai Po Market ...Dep.	7.30	8.45	9.50	10.40	12.40	1.55	3.15	3.40	5.15
Fanning ...Dep.	7.40	8.55	10.00	10.50	12.50	2.05	3.25	3.50	5.25
Sham Shui ...Dep.	7.55	9.10	10.15	11.05	13.05	2.20	3.40	4.05	5.40
Sham Shui ...Arr.	7.41	8.56	10.01	10.51	12.51	2.12	3.32	3.57	5.32
Canton ...Arr.	—	11.50	5.38	—	—	—	—	6.47	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	7.18	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.24
Sham Shui ...Dep.	7.35	8.12	10.41	11.16	11.44	3.05	4.48	5.56	6.31
Fanning ...Dep.	7.50	8.16	10.45	11.20	11.48	3.10	4.53	6.00	6.35
Tai Po Market ...Dep.	7.40	8.28	10.58	11.33	12.00	3.21	5.03	6.10	6.45
Tai Po ...Dep.	7.44	8.31	11.00	11.35	12.05	3.25	5.07	6.15	6.50
Shatin ...Dep.	7.57	8.44	11.13	11.48	12.19	3.39	5.20	6.28	7.03
Yau Ma Tei ...Dep.	8.11	8.58	11.25	12.00	12.31	3.51	5.33	6.40	7.15
Kowloon ...Arr.	8.17	9.04	11.31	12.06	12.37	3.57	5.38	6.46	7.21

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35
Yau Ma Tei ...Dep.	6.49	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35
Shatin ...Dep.	7.01	8.16	9.21	10.11	12.11	1.26	2.46	3.11	4.46
Tai Po ...Dep.	7.15	8.30	9.35	10.25	12.25	1.40	3.00	3.25	5.00
Tai Po Market ...Dep.	7.30	8.45	9.50	10.40	12.40	1.55	3.15	3.40	5.15
Fanning ...Dep.	7.40	8.55	10.00	10.50	12.50	2.05	3.25	3.50	5.25
Sham Shui ...Dep.	7.55	9.10	10.15	11.05	13.05	2.20	3.40	4.05	5.40
Sham Shui ...Arr.	7.41	8.56	10.01	10.51	12.51	2.12	3.32	3.57	5.32
Canton ...Arr.	—	11.50	5.38	—	—	—	—	6.47	—

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SUNDAY EXCURSION—13TH NOV., 1927.

To MACAO: 9.00 A.M. "SUI AN" 4.00 P.M. "SUI AN"

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Our London Letter.

RESERVISTS FROM CHINA.

THEIR RE-EMPLOYMENT.

PENDING RETIREMENT OF ARCHBISHOP OF CANTERBURY.

[FROM OUR OWN CORRESPONDENT.]

London, October 15th.
It is hoped that the men belonging to the Army Reserve who were called up last January for service in China will be reinstated in employment when they return home in the course of the next few weeks.

An official statement issued by the War Office points out that these men, numbering some 1,000, responded promptly to the calling up notices, although most of them were in civil employment at the time, and many of them were married. Favourable reports have been received here of their conduct while with the Colours in China.

Many employers, it is understood, have already intimated that they are willing to take back the Reservists when they come home from China, and Sir Laming Worthington Evans, as Secretary of State for War, expresses his confident hope that this patriotic example will be widely followed.

Archbishop of Canterbury.
I learn on excellent authority that it is practically certain the Archbishop of Canterbury will retire next year. Dr. Davidson will be 73 in April, and he has borne the heavy responsibilities of his office for nearly a quarter of a century. As most people know, he is a Scotsman, and his wife was a daughter of Archbishop Taft. They have no children.

Mention of the Archbishop's probable retirement has invited speculation about who will succeed him as Primate, and there is a very widespread belief that it will be Dr. Lang, the talented Archbishop of York. Other names are suggested, but this is a matter in regard to which the prophets are likely to be confounded. The choice is in the hands of the Prime Minister.

English Pluck.
A third woman has now swum the English Channel, which is a notable achievement, but she has done it in circumstances that compel unqualified admiration. Miss Mercedes Gleitze, a London typist, made the journey from France to the English coast a few days ago when the sea was very cold, and a fog prevailed—indeed, the fog was so dense that the plucky swimmer felt the shore of Kent beneath her feet before she saw it.

On seven previous occasions Miss Gleitze had tried to swim the Channel and had failed, and with the difficulties that beset her, on her eighth attempt she might well have given in, even before the cold and the physical strain had begun to tell on her. Such determination is amazing, and her success is undoubtedly due to dogged perseverance and courage. Her victory has shown that the pluck of an Englishman may also be the pluck of an English girl who refuses to acknowledge defeat.

King and Queen Back in London.

The King and Queen, the Prince of Wales and Princess George have returned to London from their holiday in Scotland, and although they arrived at eight o'clock in the morning there was a crowd of people at Euston Station to greet them with hearty cheers. The Princess who had travelled in the rear of the special train, alighted after their Majesties and walked forward at once to where the King and Queen were at the front. Each kissed the Queen's hand and then her cheek before shaking hands with the King.

The special train was drawn by the Royal Scot locomotive, which on Monday, September 20th, made the world's record non-stop run of 290 1/2 miles from Euston to Carlisle. As the King and Queen were driving away from the station the car slowed down opposite the engine, and the King waved cordially to the engine crew.

(Continued on next Column.)

RISKS OF AIR TRAINING.

NO ACCIDENTS IN U.S.A. INSTITUTION.

CRITICISM OF BRITISH METHODS.

The September number of that admirable publication, the *United States Naval Institute Proceedings*, records the fact that, with the completion of this year's summer course in aviation at the Naval Academy, the records show that since the course was established by the Navy Department, a little over two years ago, nearly 1,000 young officers have flown with their instructors over a million passenger miles, or a distance equal to forty times around the world, "without a single mishap to personnel or injury to material." This is a record of which the United States naval authorities have every reason to be proud. We know enough of the American "air spirit" to be pretty sure that "safety first" is not its guiding doctrine. But at Annapolis the same view seems to be held that a live airman is more useful than a dead one, and that training for naval war service does not justify anything in the way of those "stunt" performances which are such a fruitful cause of disaster when they are permitted to be attempted, unchecked. Our own Air Ministry professes to do everything to discourage freak flying, yet in displays at Hendon it gives official sanction to such exhibitions as the "double barrel," about the only merit of which is to demonstrate to gasping spectators just how near an airman can go to killing himself without actually doing it.

High Spirits!
The purpose of all military training is to thoroughly accustom men to the use of the machines they will have to handle in war. To say that nothing must be done to curb the high spirit of young airmen is just about as sensible as saying that the Atlantic must be flown by aeroplanes which are quite unfitted to fly it, otherwise aviation will never progress. A good deal of bunkum is talked, and, unhappily, it has its result in a long catalogue of tragedies. Can anybody doubt that the 1,000 young American airmen, who have been trained at Annapolis without mishap to man or machine, will lack anything in the way of efficiency or initiative? We believe that our own airmen are pre-eminently not because of "the high spirit of youth," but in spite of it. There is a limit to the necessity for realism in training, otherwise we might as well carry out naval manoeuvres with live shells and military exercises with fixed bayonets. At sea no man dreams of taking undue risks in order to learn seamanship. Why should he do it in the air?—*Naval and Military Record.*

The American Legionaries.

Londoners were much interested in the American Legionaries who have been here this week, and one day marched through the streets from the Embankment to Bush House in Kingsway, where the American Ambassador spoke, recalling war time memories. It was on the site of Bush House that the famous Eagle Hut stood, which was the meeting place for thousands of British and American soldiers. There was nothing in the way of pageantry in the procession such as marked a similar ceremony in Paris. Apart from curious two-peaked caps which some of the legionaries wore, there was very little to distinguish this party of Americans from any other group of tourists in the season. Sight-seeing has been their occupation between the official gatherings.

At Buckingham Palace.

The experience which the American visitors valued most of all during their stay in London was their reception by the King and Queen at Buckingham Palace. What is called the National Commanders' Section, consisting of 250 Legionaries, of whom 80 were women, were received by their Majesties. They were accompanied by the American Ambassador, and each in turn was presented to the King and Queen by Earl Cromer, the Lord Chamberlain. Their Majesties had a smile and a handshake for each of the visitors and said a few words of welcome.

Seen afterwards the Americans expressed delight in almost superlative terms. They were overwhelmed with the friendly manner of the King and the graciousness of Queen Mary. It will be a memory that will last, and formed a fitting conclusion to a pilgrimage that has been remarkably successful.—H.B.

DIARY OF EVENTS.

To-day.

Children's Health Conference, Chinese Y.W.C.A., Caine Road, 2.30-5 p.m.

Ladies' Recreation Club Tennis Tournament: Final Ladies' Open Singles Championship, Miss Enid Lo v. Mrs. R. E. Tottenham, U.S.R.C., 3.45 p.m.

8th Bi-Annual Race for ships' lifeboats for "Trevelyan Trophy," Royal Hong Kong Yacht Club, 4 p.m.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 4.30-6.30 p.m.; Hockey: Club 1st XI v. Navy, U.S.R.C., 5 p.m.; Waseda University v. Army, U.S.R.C., 4.30 p.m.

Marine Engineers' Guild of China (H.K. Branch), 6 p.m.

Cafe Regent dinner dance, 8 p.m.

Queen's Theatre: "The Blind Goddess."

World Theatre: "The Boob" and the Chinese comedy "Ma Long Day."

Star Theatre: "The Dressmaker from Paris."

Principal Mails:—Outward: Europe via Siberia (Porthos), 1.30 p.m.

Thursday.

Cathedral Women's Workers' Guild: Address by Rev. H. Copley Moyle on "The New Prayer Book," 10 a.m.; Committee Meeting, 10.30 a.m. (both meetings in Cathedral Hall).

Meeting of creditors (re Macao Ice and Cold Storage Co., Ltd., in liquidation) at the Liquidators' office, 3 Queen's Road, noon.

Poppy Day Fund Fete, U.S.R.C.: Tennis Tournament, Bridge and Mah Jong Party, Dance and Cabaret Entertainment, 2.30 p.m. to 1 a.m.

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[5508]

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CRICKET.
K.O.S.B. BEAT QUEEN'S.

In a friendly match between the King's Own Scottish Borderers and the Queen's Royal Regiment played on the Indian Recreation Club ground yesterday afternoon the former won by 30 runs. Batting first they declared at 145 runs for 3 wickets, of which Capt. Thorp contributed 40. Clark took 3 wickets for 43 runs. They then dismissed the Queen's for 109. Lieut. Elliot being top scorer with 30 runs. Thorp did well with the ball, capturing the first four wickets.

Scores:—

K.O.S.B.
Capt. Thorp, b Bingham 40
Lt. Hankey, c Stretton, b Clark 18
Major Lake, b Clark 2
Lt. Welch, c Miles, b Burton 23
Lt.-Col. Comyn, c Welman, b Burton 15
Lt. McLaren, b Burton 6
Capt. Dobbie, b Burton 13
Pte. Sawyer, c Clark 0
Pte. Everest, not out 14
Pte. Kinner, b Burton 3
Pte. Hill, not out 5
Extras 7

Total (for 9 wks., dec.) 148

Bowling Analysis.

	O.	M.	R.	W.
Stretton	6	1	17	0
Miles	8	1	27	0
Clark	8	1	23	3
Bingham	4	0	27	1
Burton	8	0	43	5
Haggard	1	0	4	0

Queen's.
Pte. Underdown, b Thorp 1
Pte. Clark, c Dobbie, b Thorp 15
Capt. Welman, b Thorp 2
Lt. Elliot, b Thorp 30
Lt. Ford, b Hankey 0
Lt. Burton, c Thorp, b Hankey 0
L/Cpl. Miles, c Sawyer, b Hankey 19
Capt. Bingham, c Sawyer, b Hankey 17
Capt. Haggard, not out 10
L/Cpl. Stretton, c Comyn, b Hill 1
L/Cpl. Standen, c Comyn, b Hill 4
Extras 10

Total 109

Bowling Analysis.

	O.	M.	R.	W.
Thorp	14	2	36	4
Hankey	12	1	53	3
Everest	3	0	10	1
Hill	1.4	1	0	2

SHANGHAI RACES.
SECOND DAY OF AUTUMN MEETING.

THE RESULTS.

The second day of Shanghai's Autumn Meeting did not produce any fresh records; the times being, in fact, rather on the slow side compared with previous records.

The most successful jockey was Mr. Maitland, who rode three firsts and two thirds, while Mr. Pote Hunt brought in three winners and one second. Mr. Pote Hunt is now leading with six firsts, three seconds and one third, while Mr. Maitland is second with three firsts, three seconds and three thirds. Mr. Brand is third.

Of the owners, Mr. Eve has, so far, been the most successful, with three firsts and three seconds, while Miss Law is second with three firsts.

To-day the meeting will be continued, when the big race will be the "Shanghai" Challenge Cup (presented by the officers of the British Defence Force) and the Champions' Sweepstakes.

The results of the remaining six races of Monday's meeting, which were not obtainable on Monday night (the results of the first five races being published yesterday) are given below:—

Chinese Cup and Criticism Stakes: 1 Mile.
Mr. and Mrs. N. W. Hickling's Mark Over (Mr. Pote Hunt) 1
M. and L.G.W.'s Western Park (Mr. Encarnacao) 2
Mr. Fred Elias's Firestone (Mr. Maitland) 3
Time: 2 mins. 54.5 secs.

The Shanghai St. Leger: 1 1/2 Miles.
Miss Law's Glenluce (Mr. Heard) 1
Mr. Eve's Quiet Eve (Mr. Pote Hunt) 2
Mr. and Mrs. A. V. White's White Hawk (Mr. Brand) 3
Time: 3 mins. 48.3 secs.

The Eclipse Stakes: 1 1/2 Miles.
Messrs. P. M. Lancaster and W. A. White's Pat (Mr. Brand) 1
Mr. F. B. Marshall's Cinchona Tree (Mr. Maitland) 2
Mr. Toeg's Clutha (Mr. Springfield) 3
Time: 2 mins. 46 secs.

Navy Cup and Autumn Cup: 1 1/2 Miles.
V.D.T.'s Black-and-Blue (Mr. McBain) 1
Mr. Birdrake's Sea Pheasant (Mr. Maitland) 2
Mr. Powhattan's Sergeant Buzzard (Mr. Springfield) 3
Time: 2 mins. 40.5 secs.

Urga Handicap "A" Class: 1 Mile.
Miss Law's Giegles (Mr. Brand) 1
Mr. Toeg's Ormonde (Mr. Springfield) 2
Mr. Matsunoto's Nationalist II (Mr. Bremner) 3
Time: 2 mins. 1 sec.

Urga Handicap "B" Class: 1 Mile.
Messrs. Winsome and Hasty's The Brambling (Mr. Tricker) 1
Messrs. Beith and Lemarchand's Charcoal (Mr. Maitland) 2
Messrs. Winsome and Hasty's The Warbler (Mr. Encarnacao) 3
Time: 2 mins. 5 secs.

CRICKETER.

November 8th, 1927.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir, Sportsman's adjective "mendicant" describes the whole business with regard to "Critic's" criticism of the Selections of the Interport Team. It appears to be very difficult in sport and work in this Colony to get some people to understand that there is such a thing as "principle."

Only recently I heard of an example of this "mendicant" attitude when the Secretary of an Old Boys' Association began to collect one dollar subscriptions from Old Boys to give a promising young cricketer a bat as a reward for two high scores against two weak teams on small grounds. Fortunately, I understand, the matter was promptly squashed by the strong action of the Headmaster who has stopped all prizes at his school and is trying to train his boys to play on principle for the game and for the honour of the School. This appears to me to be the right attitude to take, and, especially so, in view of the great need of leaders in the adjoining country who would be willing to work for the honour of their country and not for their own pocket or praise.—Yours faithfully, O.D.

CRICKETER.

November 8th, 1927.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir—I am fully in accord with "Critic's" letter to the paper on Monday. That Mr. C. Finch has not been included in the Hong Kong Interport team is, I think, very unfair on the part of the Selection Committee and it has been the cause of widespread dissatisfaction.

As for the wild outburst from "Sportsman" in your issue of to-day, I am afraid he has rushed into print without grasping the real point in "Critic's" letter. I don't see why "Sportsman" should take such strong exception to the last paragraph of "Critic's" letter. It is perfectly obvious that "Critic" recommends Finch solely on his merits; the first paragraph of his letter makes that quite clear. His last paragraph is quite in place. It would be proper and natural for Hong Kong boys to support a local man "if he is given the opportunity to play for Hong Kong in the Interport Series in recognition of his ability at the game." And Finch's ability has been shown to be superior to that of more than one of the players chosen to represent the Colony. "Sportsman" has drawn a very absurd conclusion and has unfairly denounced "Critic." I think "Critic's" letter was penned in the true sporting spirit and in what he considered the best interests of the Hong Kong side.—Yours, etc.,

SHANGHAI RACES.
SECOND DAY OF AUTUMN MEETING.

THE RESULTS.

The second day of Shanghai's Autumn Meeting did not produce any fresh records; the times being, in fact, rather on the slow side compared with previous records.

The most successful jockey was Mr. Maitland, who rode three firsts and two thirds, while Mr. Pote Hunt brought in three winners and one second. Mr. Pote Hunt is now leading with six firsts, three seconds and one third, while Mr. Maitland is second with three firsts, three seconds and three thirds. Mr. Brand is third.

Of the owners, Mr. Eve has, so far, been the most successful, with three firsts and three seconds, while Miss Law is second with three firsts.

To-day the meeting will be continued, when the big race will be the "Shanghai" Challenge Cup (presented by the officers of the British Defence Force) and the Champions' Sweepstakes.

The results of the remaining six races of Monday's meeting, which were not obtainable on Monday night (the results of the first five races being published yesterday) are given below:—

Chinese Cup and Criticism Stakes: 1 Mile.
Mr. and Mrs. N. W. Hickling's Mark Over (Mr. Pote Hunt) 1
M. and L.G.W.'s Western Park (Mr. Encarnacao) 2
Mr. Fred Elias's Firestone (Mr. Maitland) 3
Time: 2 mins. 54.5 secs.

The Shanghai St. Leger: 1 1/2 Miles.
Miss Law's Glenluce (Mr. Heard) 1
Mr. Eve's Quiet Eve (Mr. Pote Hunt) 2
Mr. and Mrs. A. V. White's White Hawk (Mr. Brand) 3
Time: 3 mins. 48.3 secs.

The Eclipse Stakes: 1 1/2 Miles.
Messrs. P. M. Lancaster and W. A. White's Pat (Mr. Brand) 1
Mr. F. B. Marshall's Cinchona Tree (Mr. Maitland) 2
Mr. Toeg's Clutha (Mr. Springfield) 3
Time: 2 mins. 46 secs.

Navy Cup and Autumn Cup: 1 1/2 Miles.
V.D.T.'s Black-and-Blue (Mr. McBain) 1
Mr. Birdrake's Sea Pheasant (Mr. Maitland) 2
Mr. Powhattan's Sergeant Buzzard (Mr. Springfield) 3
Time: 2 mins. 40.5 secs.

Urga Handicap "A" Class: 1 Mile.
Miss Law's Giegles (Mr. Brand) 1
Mr. Toeg's Ormonde (Mr. Springfield) 2
Mr. Matsunoto's Nationalist II (Mr. Bremner) 3
Time: 2 mins. 1 sec.

Urga Handicap "B" Class: 1 Mile.
Messrs. Winsome and Hasty's The Brambling (Mr. Tricker) 1
Messrs. Beith and Lemarchand's Charcoal (Mr. Maitland) 2
Messrs. Winsome and Hasty's The Warbler (Mr. Encarnacao) 3
Time: 2 mins. 5 secs.

CRICKETER.

November 8th, 1927.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir—Sportsman's adjective "mendicant" describes the whole business with regard to "Critic's" criticism of the Selections of the Interport Team. It appears to be very difficult in sport and work in this Colony to get some people to understand that there is such a thing as "principle."

Only recently I heard of an example of this "mendicant" attitude when the Secretary of an Old Boys' Association began to collect one dollar subscriptions from Old Boys to give a promising young cricketer a bat as a reward for two high scores against two weak teams on small grounds. Fortunately, I understand, the matter was promptly squashed by the strong action of the Headmaster who has stopped all prizes at his school and is trying to train his boys to play on principle for the game and for the honour of the School. This appears to me to be the right attitude to take, and, especially so, in view of the great need of leaders in the adjoining country who would be willing to work for the honour of their country and not for their own pocket or praise.—Yours faithfully, O.D.

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GOLF.
ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

The Captain's Cup Competition at Fanling on November 5th-7th resulted as follows:—

D. J. Gilmore..... 36-14=72
F. Coward..... 30-18=72 (tie and will play off)
H. G. Hegarty..... 34-10=74
H. G. Sheldon..... 32-8=76
T. G. Bennett..... 35-8=77
Capt. le Gros..... 35-8=77
I. Newton..... 36-8=78
D. G. Bruce..... 39-10=79

Thirty-eight cards were taken out.

OPTIONAL POOL.
D. G. Bruce..... 80-10=79
There were eight entries.

HOCKEY.
UNIVERSITY & WASEDA UNIVERSITY.

This match was played on the University ground yesterday afternoon and resulted in favour of the Japanese visitors by six goals to nil. Five of the goals were scored in the second half. The Waseda students played an excellent game.

Army & Waseda University.
The Army will try conclusions with the Japanese this (Wednesday) afternoon. The match will be played on the U.S.R.C. ground commencing at 4.30 p.m.

Army team:—Capt. S. C. Kenny, K.O.S.B. (captain), Lieut. J. H. Smith, R.A., Driver Mills, R.A.S.C., Rev. J. P. Murray, R.A., Ch.D., Capt. G. M. S. Webb, 5/2nd Punjab, Lieut. J. B. A. Hankey, K.O.S.B., Capt. E. S. G. Howard, R.A., Lieut. D. C. G. Dickinson, Queen's Regt., Lieut. B. E. L. Burton, Queen's Regt., Sgt. Handcomb, Queen's Regt., Lieut. R. F. Wright, R.A.

Reserves:—Lt. Williams, R.A., Lieut. J. Scott, Elliott, K.O.S.B.

Referees:—Captains M. Middleton, 5/2nd Punjab and J. B. M. Stanton, K.O.S.B.

Other Matches.
The Waseda University team will also play the Royal Navy at the R.N. Officers Sports Club, King's Park, on Friday; and the Hong Kong Hockey Club on the Club ground, King's Park on Saturday.

THE "TREVESA" TROPHY.
BI-ANNUAL RACE TO-DAY.

The eighth bi-annual race for ship's boats for the "Trevessa" Trophy, presented in recognition of the gallant conduct of the officers and crew of the a.s. "Trevessa", will be sailed this afternoon. Starting at 4 o'clock from Channel Rock, the boats will take in their course Kowloon Rock, mark of Yacht Club, Cust Rock Gas Buoy, and finish at the Yacht Club.

As on previous occasions, keen competition may be expected between the boats of the J.C.J.L. and the Douglas Steamship Company, who have between them won the trophy each time. In April last the J.C.J.L. won for the third consecutive time in competition with their old rivals and many boats of other Lines, included in which was an entry from the P. & O. Transport "Avon".

The race is run under the auspices of the Royal Hong Kong Yacht Club.

The Subscription Griffin St. Leger: 1 1/2 Miles.
Mr. Allan's Bubbly Jock (Mr. Encarnacao) 1
V.D.T.'s Black-and-Blue (Mr. McBain) 2
Robson and Kenjo's Pride (Mr. Brand) 3
Time: 3 mins. 52.5 secs.

The Slocawel Plate: 1 1/2 Miles.
Mr. Fred Elias's Firestone (Mr. Maitland) 1
Mr. W. A. White's Buster II (Mr. Campbell) 2
Mr. S. A. Judah's Meadowgreen (Mr. Encarnacao) 3
Time: 3 mins. 52.5 secs.

The Flyaway Plate: 7 Furlongs.
McBain and Sokoloff's Vetrock (Mr. Sokoloff) 1
Mr. Toeg's Nith (Mr. Encarnacao) 2
Mr. Toeg's Gordon (Mr. Springfield) 3
Time: 1 min. 47 secs.

The Mongolian Handicap "A" Class: 1 1/2 Miles.
Mr. Dunbar's Elliot Bay (Mr. Maitland) 1
Mr. Eve's Moonlit Eve (Mr. Pote Hunt) 2
Mr. Day's Bonnie Scotland (Mr. Dallas) 3
Time: 2 mins. 37.5 secs.

The Mongolian Handicap "B" Class: 1 1/2 Miles.
McBain Bros.' Sunrise-Dahlia (Mr. McBain) 1
Fay and Seth's Christmas Chimes (Mr. Brand) 2
Toeg and Springfield's Ben d'Or (Mr. Campbell) 3
Time: 2 mins. 36.5 secs.

STAR
TO-DAY ONLY
Continuous 2.30 to 11.15.

LEATRICE JOY & ERNEST TORRENCE
IN
THE DRESSMAKER FROM PARIS

A fine comedy drama with fourteen famous beauty models in a fashion parade.

AT THE **QUEEN'S** TO-DAY ONLY
At 2.30, 5.10, 7.15 & 9.20.

"THE BLIND GODDESS"

VICTOR FLEMING
PRODUCTION
WITH
JACK HOLT
ERNEST TORRENCE
ESTHER RALSTON
LOUISE DRESSER
A Paramount Picture

AT THE **WORLD** TO-DAY ONLY
At 5.15 & 9.20.

A whimsical story of youth and dreams—
THE BOOB
WITH
GEORGE K. ARTHUR & GERTRUDE OLMSTED
At 2.30 & 7.15
Chinese Light Comedy "Ma Long Dong."

AT THE **STAR** TO-DAY ONLY
Continuous 2.30 to 11.15.

LEATRICE JOY & ERNEST TORRENCE
IN
THE DRESSMAKER FROM PARIS

A fine comedy drama with fourteen famous beauty models in a fashion parade.

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IN
LATEST REVUES
Beginning
SUNDAY, NOVEMBER 13th
at 9.15 p.m.
PRICES:—\$3, \$2 & \$1.
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Whether it be a look of greeting between friends or the casual glance of a stranger, a man's hat is always noticeable.

Why then should any man be indifferent to the appearance of his headwear—so intimately affecting his features?

We have a liberal assortment of shapes and colors and our individual service in selecting a hat in harmony with the features of the prospective wearers has made our shop famous for headwear.

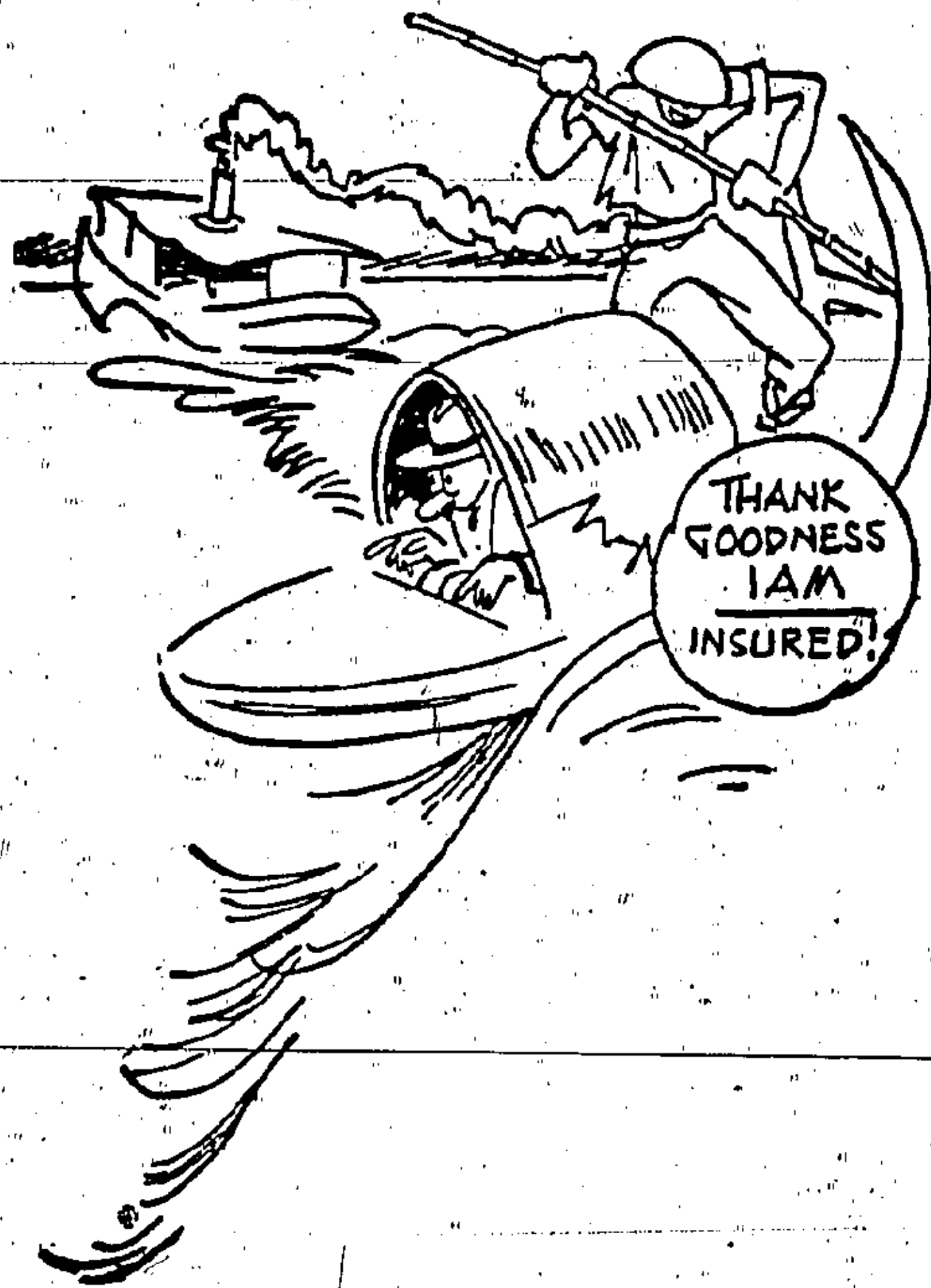
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"IRENE" PIRACY TRIAL.

FULL STATEMENTS BY PRISONERS.

MR. D'ALMADA RAISES QUESTION OF JURISDICTION.

CONTENTION THAT PRISONERS SHOULD BE HANDED
OVER TO CHINESE AUTHORITIES.

The case for the Crown against the seven Chinese suspected of having taken part in the piracy of the *Irre*, concluded yesterday at the Central Magistracy. All the men were committed for trial at the Sessions on November 18th.

Six of the prisoners explained how they became involved in the piracy. It was "Hobson's Choice," according to their story. They had either to assist the pirates or be shot, and one of them asked "If the European Officers on board had to do as they were told by the pirates, what chance had we of refusing?" For the fourth defendant, Mr. d'Almada, intimated that his line of defence would be based on the question of the International laws of jurisdiction. His contention is that the proper authorities to try the case are the Chinese, and that the right procedure would be to hand the defendants over to the Chinese. "It is unnecessary for me," he said, "to inform the Court that China has laws dealing with piracy."

The evidence in the morning was of a formal nature. Dr. J. R. Craig, of the Government Civil Hospital, described the wound received by the ship's pantry-boy. He said the wound was of a serious nature and might have caused death. It was of the size of a service or automatic revolver bullet and went through the right chest and caused a considerable amount of internal hemorrhage.

Sub-Inspector Lane and Inspector Dorling of the Water Police, gave evidence as to receiving the prisoners into custody and Mr. T. H. King, Director of Criminal Investigation, described the identification parades in which the prisoners were picked out from a row of 28 men similarly dressed.

STATEMENTS AT POLICE STATION.

Statements made by the prisoners at the Police Station were read to the Court by the Chinese interpreter.

The first defendant stated:—
"I did not take the money. I did not point at the mess-room boy with a revolver. It was the head-man who shot him."

The second defendant stated:—
"I boarded that ship as a passenger for Amoy. The Pirate Chief asked me to give assistance. The Pirate Chief and a great number of men are dead now. I did not know the Pirate Chief."

The third defendant stated:—
"There was a Pirate Chief who was acquainted with me. He (the Pirate Chief) asked me to give assistance and promised to give me \$100. I handed \$700 to the Captain of the ship. That was my salary."

The third defendant after this statement was read out to him in Court, denied that he ever said he was acquainted with the Pirate Chief.

The Interpreter, in reply to the Court, said he was sure that the defendant did not say that he "was not acquainted" with the Pirate Chief.

The statement of the fourth defendant read as follows:—
"I met that gang of pirates on board. They asked me to give them assistance, that if I did not give it, they would kill me. I boarded that ship to go to Singapore."

The fifth defendant: I have nothing to say.

The sixth defendant: I did not commit piracy. I boarded the ship as a passenger.

The seventh defendant: I did not commit piracy. As soon as I went on board, I went to sleep. There was a Pirate Chief, named Chan who was in the same berth as I. He asked me to give assistance. He told me to get hold of a knife. I gave assistance then.

STATEMENTS FROM THE DOCK.

At the afternoon session, the prisoners, after being cautioned, were asked if they wished to make a statement. The first accused had nothing to say. Others explained how they became involved in the piracy.

The second defendant said that he boarded the *Irre* at Shanghai for Amoy where he hoped to meet a certain Mr. Pitt, of the Amoy Docks, with the view of getting a job from him. Piracy broke out when the vessel was nearing Amoy and he was asked by the pirates to assist. He was not willing to help and the pirates threatened to kill him and forced him on to the bridge. Prisoner said that he was given no alternative.

Did Not Learn English to Steal.

Continuing, prisoner said that even the European Officers had to obey the pirates' orders and had to take the ship wherever the pirates directed. "So how could I, a mere passenger, refuse to obey?" he asked. Prisoner said that he had been employed on foreign ships for the past 20 years. Last year he was on the *Alce* and at the beginning of this year he was working on one of the Shanghai Water Works steam launches.

He had "picked-up" knowledge of English in the engine-room where he was employed as a fitter and pump-man. "I did not learn English for the purpose of becoming a thief," he concluded.

"All Southerners Are Pirates."

The third prisoner said that he was going to Amoy to get a vessel to take him to Singapore. He was sitting in the steerage when the pirates broke out. The pirates were all Southerners and shouted out to the passengers that they would not rob any Cantonese on board, and that all Cantonese were expected to help. "To save our belongings we had no alternative but to obey, and besides the pirates promised us a cunshew," remarked the prisoner.

The stewards and boys, he said, were under the control of the pirates. They killed chicken and cooked beef-steaks for the pirates. The supercargo and others also had to do as they were told. They went about opening the hatches to assist the robbers to rob. The robbers were all Southerners and the Northerners on board regarded every Cantonese as a pirate.

Opium His Undoing.

The sixth accused said that he was bound for Amoy on the *Irre* and was on deck when the pirates seized the ship. Later he saw a pirate taking two opium lamps and pipes into the steward's cabin, and being a confirmed opium smoker himself, he followed the pirate and availed himself of the opportunity of smoking a few pipes. That was how he came to be in the pirates' company.

"The Two Chans."

The seventh defendant said that he was travelling second class to Amoy. He was lying on deck when a Cantonese approached him and asked him to make room so that the newcomer might lie there too.

He did and the Cantonese asked him his name. Prisoner said that he was named Chan whereupon the Cantonese said "why we are chahman. My surname is also Chan. Piracy started the next morning, and the Cantonese Chan came down from the upper deck to tell the prisoner that he need not fear. He saw the pirates looting and subsequently the Cantonese Chan asked prisoner to get a chopper and to cut down two pieces of rope. Prisoner did this and was then told to bundle up the loot and take it on deck. Defendant said that he did not rob anyone.

INTERNATIONAL LAW.

In reserving his defence on behalf of the fourth defendant, Mr. d'Almada said: "Your Worship, in accordance with the ruling of this Court and also in compliance with the learned Chief Justice's wishes, I will disclose my main defence. With your Worship's permission, I will recapitulate a few salient facts of the case. The *Irre* was a Chinese ship, flying the Chinese flag, with a Chinese crew and Chinese passengers. She left a Chinese port, and, in the ordinary course of events, would have gone to another Chinese port. The firing and arrest of the pirates on the *Irre* took place in Chinese territorial waters. In a case such as this, therefore, International Law with regard to jurisdiction and International Laws dealing with piracy have to be considered.

Continuing, Mr. d'Almada said he admitted that piracy was an offence against all nations, and that, as a rule, pirates could be tried and punished anywhere. But in the present case, the act of piracy had been committed against the municipal laws of another state. "My submission is that the proper authorities to try this case are the Chinese, and the proper procedure would be to hand over the defendants to the Chinese. The chief point to consider is that the arrest took place in Chinese waters. I do not think it is necessary for me to mention that China has laws dealing with piracy," concluded Mr. d'Almada.

Mr. Lindsay: You say that the Hong Kong Government has no jurisdiction?

Mr. d'Almada: Yes, Your Worship.

"THE BLIND GODDESS."

A SPLENDID FILM AT THE QUEEN'S.

OUR CABARET.

[BY OUR FILM CRITIC.]

"The Blind Goddess" is an excellent and unusual film. It tells, in brief, the story of the trial for the murder of her husband of the elderly runaway wife of a successful business man. All the evidence points to her guilt; and she cannot clear herself; even the admission of her identity would but blacken the case against her. Fearing lest she will bring shame on her daughter she remains silent rather than make any statement which might lead to the discovery of her relation to the murdered man.

It is unusual to choose an elderly and not attractive woman as heroine, for she not only plays a nobler part than the daughter, but is far more prominent in the story; this alone gives an interest and freshness to the theme. Louise Dresser gave a very moving and clever rendering of a difficult part.

The hero, the lover of the daughter who is played by Esther Ralston, who defends Mrs. Clayton in her trial, is played by Jack Holt. He is not only pleasant to look on but a very capable actor.

We thoroughly recommend "The Blind Goddess" in the belief that you will find it arresting and well acted beyond the common.

Our Cabaret.

Chamier's "Our Cabaret" Company open their season at the Star Theatre on Sunday next instead of at the Queen's, as previously announced. They are presenting a full time revue starting at 8.15 each night. Prices of admission \$3, \$2 and \$1. Booking at Montre's and the Star Theatre.

AN AUTHORITY ON INDIAN POLITICS.

VISIT OF SIR FEDERICK WHYTE.

LECTURE TO-MORROW AT THE UNIVERSITY.

Sir Frederick Whyte, K.C.S.I., LL.D., arrived on Monday from Shanghai on the *President Grant* and is staying with Mr. N. S. Brown. Sir Frederick is going to Canton on Friday and is leaving for Vancouver and home on the 16th—on the *Empress of Asia*.

The son of the late Dr. Alexander Whyte (once so well known as the Senior Minister of St. George's United Free Church in Edinburgh) and a graduate of the University of Edinburgh, Sir Frederick Whyte was from 1914 to 1917 a Lieutenant in the Royal Naval Volunteer Reserve and employed on special service. He was one of the founders of *The New Europe*, of which he was for a time joint-editor. At the Peace Conference in Paris he was Special Correspondent to the *Daily News*. Sir Frederick Whyte was Liberal M.P. for Perth City from 1910 to 1913. In 1920 he was appointed President of the Legislative Assembly, India.

Under the terms of the Government of India Act 1919, the Indian Legislature consists of the Governor General and two Chambers—the Council of State and the Legislative Assembly. The Council of State consists of some 60 members of whom about 27 are nominated by Government; but the Legislative Assembly comprises some 145 members of whom some 104 are elected by popular suffrage. The Legislative Assembly now elects its own President, but the first President was appointed by the Crown. It was Sir Frederick Whyte's job, as first President, to get the Legislative Assembly going.

Sir Frederick Whyte is thus one of the pioneers in the great experiment in Self-Government which is now being tried out in India and his experience of India politics is unique.

He will lecture "On India" in the Great Hall of the University at 5 p.m. to-morrow (Thursday). The chair will be taken by the Vice-Chancellor and the lecture will be open to the public.

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THE 44th ANNUAL
AL FRESCO FETE

OF THE

SOCIETY OF ST. VINCENT DE PAUL

WILL BE HELD

IN THE COMPOUND OF THE CATHOLIC CATHEDRAL

ON

SUNDAY, 4th DECEMBER, 1927,

from 3.30 p.m. to 11.30 p.m.

UNDER THE DISTINGUISHED PATRONAGE OF

HIS EXCELLENCY THE GOVERNOR AND LADY CLEMENTI.

ADMISSION.—\$1.00 (each ticket entitled to a Souvenir)

8.30 p.m. to 11.30 p.m.—50 cts. (without Souvenir)

Soldiers and Sailors in Uniform Admitted at Half Price.

In the AFTERNOON from 3 to 7 p.m. several STALLS will be open and amusements specially for children will be provided. Tea may be obtained at 50 cents per head.

ADMISSION FREE.

The grounds will be brilliantly illuminated in the evening, and there will be music both in the Afternoon and in the Evening.

SOME FEATURES OF THE FETE.

TOY BAZAAR, XMAS TREE STALL, ART GALLERY, SURPRISE CAFE, WITH DIAMOND RING—WEDDING RING—SOVEREIGNS AND OTHER VALUABLE GIFTS, CANDY STALL, SURPRISE PACKETS, FANCY DOLLS, CHINESE STALL, AMERICAN STALL, FIVE DOLLARS STALL, ETC., ETC.

FARM YARD

Come and win your Turkeys, Geese, Sucking Pigs and Hams for CHRISTMAS.

SEVERAL RAFFLES WITH VALUABLE PRIZES

Including an ERSKINE SIX, A FOUR SEATER SEDAN DE LUXE with all the latest equipment.

No Work of Charity is Foreign to the Society.

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[6505]

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ALL SIZES ONE PRICE.

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Plain and Striped \$1.75 Each.

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A BOUND INTO POPULARITY.

ONE WEEK ONLY OF THE CAFE REGENT
HAS JUSTIFIED ITS ENTERPRISE.

DELIGHTED CROWDS—GROWING BIGGER EVERY DAY—
HAVE EXPRESSED THEIR APPRECIATION OF THE
EXCELLENT ARRANGEMENTS MADE WITH THE SOLE
OBJECT OF

COMFORT AND SERVICE.

COME AND JOIN THE HAPPY THRONG
AT TIFFIN, TEA-DANCE, OR DINNER-DANCE
GET THE HABIT!

COME TO THE

POPPY DAY CARNIVAL

ON FRIDAY EVENING, NOVEMBER 11th.

15 PER CENT. OF DAY'S PROCEEDS DONATED TO
EARL HAIG'S FUND.

AT EAST.

STRIKE COMMITTEE TO DISBAND.

A FEW TO RECEIVE \$30 TO \$300 BONUS.

BOYCOTT LANQUISHING.

[FROM OUR CHINESE CORRESPONDENT.]

After months of discussion and the elaboration of various schemes nominally for the benefit of the unemployed associated with the 1925 anti-British strike and boycott, the Canton Authorities are now believed to be sincere in their intention to disband the inmates of the free lodging and boarding houses provided by public revenue through the Strike Committee. The genuine original strikers will be given a cash bonus of \$30 to \$300, it is expected, but the others who have joined up simply to get the rice will be told to go, and be quick about it. According to the result of the investigation by the Canton Police Authorities, only a few of the original strikers are now unemployed in Canton. The police have discovered that the idle army of unemployed have been the instruments in all recent disturbances, and it is stated they have become "Red" or otherwise purely for pecuniary motives. The recent suggestion to give each of them \$100 bonus and to let them go gradually after registration will, it is thought, come to nothing.

Not finding the support that was at first expected from the Kuomintang leaders in Canton, the anti-British and anti-Japanese boycott has not been as effective as the originators hoped it would be. There has not been so much interference with incoming cargo this week as last. The Canton Authorities are even prepared to receive a Japanese party of tourists who are going to Canton within the next few days to promote Sino-Japanese trade.

Secret meetings are being held by a number of Canton labour unions to discuss the unexpected change of policy toward labour by the left wing or radical section of the Kuomintang.

The funeral of the late Mr. Wong Loo Tong, formerly Lieutenant-Commandant of the Canton Merchants' Volunteer Corps in Canton, will take place at his Canton home next Saturday, November 12th, and it is expected to be largely attended, as the deceased was very popular and was also well-known in Hong Kong, where he had many business connections. Mr. Wong Loo Tong was head of the drug firm of Wong Cheung Wah, and a manufacturer of medicinal oil which was largely used in the patent medicine trade. He was best known, however, on account of his very active work in connection with the Canton General Chamber of Commerce, as a trustee of many hospitals, and also as founder and, later, an important officer of the Canton Volunteer Movement.

Canton is still a city of holidays. Last Monday many workers observed the tenth anniversary of the Soviet Revolution, and to-day (Wednesday), the workers and students will suspend work in order to celebrate Kwangtung Independence Day.

When Mr. Kan Nei Kuang takes up office as acting Mayor of Canton City, it is expected that many executive commissioners will resign in order to allow the new city chief commissioner to form his own "cabinet." A number of Canton Christian College graduates will be given posts in the municipal commission. The acting Mayor is a former student of Canton Christian College.

Chan Jit Fai, a resident of Hong Kong from the Swatow district, committed suicide by throwing himself into the river after leaving Hong Kong by the s.s. *Sai On* last Sunday night. He left a note that his action should be recorded in the *Wah Tai Yat Pao*, the oldest newspaper among the Chinese in Hong Kong.

DOWNFALL OF THE REDS.

MANY EXECUTIONS.

PROSPECTS OF PEACE IN KWANGTUNG.

[FROM OUR CHINESE CORRESPONDENT.]

Among those who have associated themselves with Mr. Wang Ching Wei, Kuomintang Chairman, in calling for a session of the Central Executive and Supervisory Committees are General Li Tani Hsin, Mrs. Liao Chung Hoi, Mr. Kan Nei Kuang, Mr. T. V. Soong, and General Wong Shiung Hung.

It is hoped by many that General Li Tani Hsin's support of Mr. Wang Ching Wei's proposal to call a meeting in Canton and Mr. Wang's willingness to join in the declaration of war against General Tang Seng Chi, of Hunan, will form a basis of future co-operation and lead to peace in the Southern Capital.

Among the score of prisoners executed by the Military in Canton during the last week-end, some six were said to have shouted openly in favour of the "Reds" and used the red flag during a parade in front of the residence of Mr. Wang Ching Wei at the Eastern Suburb a few days ago. Many "Reds" thought that Mr. Wang was one of their comrades, but they have now learned the truth and a few have found it out too late. A number of workers who tried to express sympathy for the "Reds" during a meeting in celebration of the tenth anniversary of the Soviet Revolution on Monday afternoon, were arrested. No resistance was offered to the arrests.

The Commissioner of Labour and Agriculture in Canton is requiring all labour unions to register anew. Registration will be refused to those organisations which are considered to be "Red." The "Reds" are losing power generally in Kwangtung. According to reports published in Canton City, there were only five serious attempts to create trouble in the East River districts during October, and these were all quickly suppressed.

General Chu Fai Yat, Commissioner of Police in Canton, has just issued an order to his subordinates making it a capital offence to practise "squeeze" within his department. He will recommend to the higher authorities for sentence of death any police official found guilty of misappropriation of public funds.

The pirates who captured the four junks with rice near Tungkun more than a week ago have now sent back two junks without the cargo.

The Political Council in Canton, the highest administrative authority under the Kuomintang in South China, is to have its own propaganda department.

CHIANG KAI SHEK'S MARRIAGE.

MAY BE POSTPONED UNTIL NEXT MONTH.

Before Mr. T. V. Soong sailed for Shanghai on Tuesday morning, he told friends that the marriage of his sister, Miss Mei Ling Soong, to General Chiang Kai Shek may have to be postponed until next month. In any case it will not take place next week as first reported. Some ladies in Hong Kong gave Mr. Soong presents for transmission to his sister, who has made many friends in Canton and Hong Kong during her several visits to South China in the past two years.

"SHING ON" UNDER FIRE.

WHAT HAPPENED AT SAILAM CHANNEL.

MANY BULLETS BUT BAD MARKSMANSHIP.

Full details of the firing on the s.s. *Shing On*, while she was passing Sailam Channel on her way to Wuchow on November 2nd, were available yesterday when the vessel arrived in port.

In an interview with the Chinese Captain of the *Shing On*, a *Daily Press* representative was informed that it was about 4 a.m. on Thursday last when the steamer passed Sailam Channel. Immediately a fusillade of shots was fired from both banks of the channel. There were many hundreds of shots but it was apparent that the gunmen were no marksmen, for most of the shots went wide.

Three members of the crew who were sleeping in the fore-castle were hit. Several bullets penetrated the woodwork and one of these passed through the temple of a seaman, who died instantaneously. One bullet struck the shin-bone of a deck hand and another the toe of a *foki*. These two wounded men were taken to Wuchow for treatment. On the return trip, one succumbed to his injuries. The other was not so seriously injured and is now in Hong Kong.

The *Shing On* was escorted by the Chinese gunboat *Kuang Tai* on her return trip and nothing untoward happened. The *Shing On* will remain here for some time in order to obtain and fit steel shields for the protection of the officers and crew.

The Captain of the s.s. *Shing On* has reported the facts to the police.

AN ALLEGED UNLAWFUL MEETING.

"PAUL BEAU" STEWARD IN COURT.

The steward of the s.s. *Paul Beau* was charged before Mr. R. E. Lindell at the Central Magistracy yesterday morning with absconding himself from duty, and on a further count of participating in an unauthorised meeting on board. Seven other Chinese were also charged with being on board without permission and attending an unauthorised meeting.

The Magistrate indicated that he would hear the case at 2.15 to-morrow afternoon.

On hearing that one of the witnesses present would not be available at the next hearing, the evidence of this witness was taken. He stated that the dispute was merely a domestic one between the Captain and the Company on the one hand and the steward on the other. Certain keys of the provision store had recently been turned over to a clerk on the Master's orders, and it was claimed that the steward had suffered a loss of \$30 in trade.

An application for bail for the defendant steward by Mr. D. McCallum was opposed by the Captain Superintendent of Police.

Mr. E. D. C. Wolfe said that he objected to bail on the ground that the meeting held on board was unlawful. He was of opinion that the defendants would not appear again if they were allowed out on bail and that they would endeavour to intimidate the men on board, thus interfering with the running of the ship.

His Worship thought that the evidence might be sufficient to show that there was a meeting, but on the other hand it was questionable whether they could regard as a meeting the gathering together of a number of persons for gambling. In the latter case the only proceedings admissible would be that the defendants were on board without permission. According to the evidence already given there was only one person discussing anything at the time and that was the defendant steward.

It was finally decided to allow bail in the sum of \$1,000 for each defendant, and it was intimated that bail would be withdrawn if any attempt was made to interfere with the crew.

ANOTHER CONSTABLE IN TROUBLE.

DEMANDING MONEY BY THREATS.

CONVICTED ON TWO CHARGES.

Another Chinese constable was prosecuted at the Kowloon Magistracy yesterday before Mr. W. Schofield.

The complainant in this case is a shop *foki* who said that the defendant assaulted him and demanded the sum of \$15 with threats to kill him if it was not forthcoming. Inspector Aris, of the Water Police, prosecuted.

The complainant stated that on October 29th, the defendant came to his place of employment at 3 p.m., and, after calling him out of the shop, assaulted him. Complainant was accused of having sent away a friend of the defendant. The next day a telephone message was received from the defendant who asked the complainant to meet him at a certain tea-shop. Complainant kept the appointment and there he was informed that unless he paid over \$30, his life would be in danger. Complainant agreed to pay \$15 and this offer was accepted by the defendant.

The constable was told to wait at Ivy Street at 6.30 p.m., that day when the money would be paid over to him. Meanwhile complainant went back to the shop and reported the trouble to his master. He was given \$15 by the master who advised him to inform the Police before paying the money over. Complainant did this and the Inspector in charge of Mongkok Police Station took the number of the two notes and detailed two Chinese detectives to follow the complainant. The money was paid at the time and place agreed upon, and after the complainant had walked away, the two detectives arrested the constable.

His Worship entered a conviction on both charges. Defendant was fined \$100, or two months' hard labour on the first count, and \$15 or six weeks' hard labour on the second charge. Both sentences to run consecutively.

A CLEVER TRICK.

\$600 OBTAINED BY A RUSE.

According to a police report the manager of a local Chinese firm appears to have been swindled of the sum of \$600 by means of a clever ruse.

The manager of the Kwong Fong Lam shop, No. 213, Queen's Road Central, first floor, received a letter purporting to have been sent by a close personal friend of his in Canton, instructing him to pay the sum of \$600 to a man named Liu Shu Ting, of No. 76, Staunton Street.

The money was paid, and a receipt obtained from Liu.

Later, the manager made the discovery that the letter he received was not from his friend, and alleges that it is a forgery.

Liu has not been seen since he received the money.

DUE TO-DAY.

"SOMERSETSHIRE" EXPECTED.

QUEEN'S SHIFTING QUARTERS.

The troopship *Somersetshire* was due to arrive here about five days ago, and is now expected to arrive this afternoon, but the exact time is not known.

Included among those on the *Somersetshire* is a draft for the 1st Northamptonshire Regiment who are leaving for Shanghai about the end of this week.

The Queen's Royal Regiment are taking the place of the Northampton at Hankow Barracks, Shamshuipo.

The 2nd Scots Guards are also stationed at Nanking Barracks, Shamshuipo, but at present are in camp at Lowi, and likely to remain there until near Christmas.

FIREMAN'S DEATH.

FALL FROM THE SECOND FLOOR.

COMPENSATION FOR FAMILY RECOMMENDED.

The inquest on the Chinese fireman, who met his death while carrying out aerial drill at the Central Fire Brigade on October 24th, was concluded yesterday at the Central Magistracy before Major C. Willson (Coroner) and a jury.

The man was sliding down a rope from the third floor of the Fire Brigade Building. All went well until he arrived at the second floor when he missed his grip on the rope. He would, however, have been saved had it not been through some fault with the clip attached to his belt. This clip should have supported him, but it failed to hold on to the rope.

The jury returned a verdict of accidental death and recommended that some compensation should be paid to deceased's family. A rider was also added that the clip on the belt should be of a safety nature.

FINES OF SIXTY THOUSAND DOLLARS.

BIG HAUL OF OPIUM.

TAKEN FROM A SAMPAN.

Fines to the total of \$60,000 were imposed by Mr. W. Schofield at the Kowloon Magistracy yesterday as a result of a big haul of illicit opium made by revenue officers earlier the same morning on a sampan.

The sampan was stopped in the harbour on suspicion, but before the revenue officers could board the craft, several packages were thrown overboard. Dragging operations resulted in the recovery of 800 taels of opium valued at \$8,000.

When the master of the junk in question and two seamen appeared before Mr. Schofield, charged with possession of "non-Government opium, each pleaded guilty.

The master was fined \$40,000, or one year's hard labour in default, while the second and third defendants were each fined \$10,000, or nine months' imprisonment.

The sampan and opium were ordered to be confiscated.

TRAFFIC CASES.

A SMALLER OFFENCE LIST.

Major C. Willson dealt with a number of traffic cases at the Central Magistracy yesterday morning.

The driver of an Aberdeen bus was summoned for carrying more than twenty-two passengers. Sergeant Clark said that when he stopped the bus he found thirty-two adults and five children, while two men were seated with the driver. A fine of \$10 was imposed.

Mr. E. S. C. Brooks appeared for the owner of motor car No. 933 summoned for using the car without a licence. The prosecution, in applying for withdrawal of the charge, mentioned that owing to an oversight the licensing clerk entered the number 938 in the permit as 933.

Two cases of loitering at Pedder Street were met by fines of \$4.

Among motor-cyclists' offences, a Chinese was fined \$20 for driving at a dangerous speed in Causeway Road. Another was fined \$5 for obstruction at Hill Road. The owner of a motor-cycle combination was fined \$10 for passing a stationary tram-car.

The driver of car No. 423 was charged with reckless driving in Des Voeux Road on November 1st. It was alleged that he ran into a ricksha, injuring both the passenger and the coolie. The case was adjourned for a week so that a medical report could be obtained.

Laneford DRESS COLLARS.



This new shape has been expressly designed for the man who has yet to be convinced that absolute comfort and correct style can be united in a dress collar. A shade less deep than usual, it has bold wings with a pronounced droop in keeping with to-day's trend.

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By JULIET BREYDON & I. MITROPHANOW

Enthralling, fascinating and intriguing, this work reveals the mysteries and origins of Chinese Festivals, Customs, Superstitions and Beliefs hitherto hidden through inaccessibility to search and precious records.

A GRACEFUL GIFT TO FRIENDS IN THE HOMELANDS.

PRICE: \$10.00.

SIX LITHOGRAPHIC IMPRESSIONS OF CHINA.

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SHANGHAI OF TO-DAY.

WITH A MESSAGE FROM MR. O. M. GREEN

A message from foreigners in China to people at Home \$4.00

TURN TO THE EAST.

By CAROLINE SINGLE and B. LE ROY BALDRIDGE, 200 Illustrations \$25.00

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66 Artistic Photographs 10 x 10 depicting the historic city from Photographs

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ITS BEAUTY & ROMANCE. 24 Photographs Studies \$5.00

NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the EIGHTH EXTRA RACE MEETING to be held on SATURDAY, 24th NOVEMBER, 1927 (Weather Permitted), may be obtained at the Race Course, Hong Kong Club and at the Jockey Club, 11th Nov. 1927. Entries will close at 12 O'CLOCK NOON on TUESDAY, 16th NOVEMBER, 1927. [5512]

PRINCE'S BUILDING & LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of PRINCE'S BUILDING AND LAND COMPANY, LIMITED, will be held at the Registered Office of the Company, Prince's Building, Victoria, in the Colony of Hong Kong, on MONDAY, 13th NOVEMBER, 1927, at 4.15 P.M., for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, that is to say:—

"That the Company be wound up voluntarily, and that Mr. JOHN HENNESSY SMITH and Mr. SYDNEY HANCOCK REES, jointly and severally, of the Firm of Messrs. HENNESSY SMITH AND REES, be and they are hereby appointed the Liquidators for the purpose of such winding-up."

At such Meeting the Liquidators' remuneration will be fixed.

AND NOTICE IS HEREBY ALSO GIVEN (as authorized by Article 70 of the Articles of Association), that should the above Resolution be passed by the requisite majority, it will be submitted for consideration at a Special Resolution at a SECOND EXTRAORDINARY GENERAL MEETING and that such Meeting will be held at the same place at 4.15 P.M. on THURSDAY, 17th NOVEMBER, 1927, for the purpose of considering and, if thought fit, confirming the above mentioned Resolution as a Special Resolution accordingly.

Dated 7th November, 1927.
By Order of the Board,
S. K. MOOSA,
Secretary. [5511]

THE CHINA LIGHT & POWER CO. (1918), LTD.

WITH Reference to the Notice to Shareholders of the above Company dated 10th June, 1927, whereby the Final Call of 30 Per Share on 30th November, 1927, instead of 30th June, 1927, the Directors of the Company have decided to further extend the time for payment of the Call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Call for Payment of the FINAL CALL IS POSTPONED to 2nd APRIL, 1928, and that the Forms of Bankers' Receipts already sent to Shareholders can be used in full for the date named therein were the 2nd April, 1928.

SHEWAN, TOMES & CO.
General Managers.
Hong Kong, 8th November, 1927. [5513]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS on FRIDAY, the 11th INSTANT.

SITUATIONS WANTED by Two European Ladies as Nurse, Companion, Housekeeper, or Child's Nurse. One to live out—Apply Box No 5514 c/o Hong Kong Daily Press. [5514]

WE Require FLAT and HOUSES in CENTRAL, KOWLOON and above. MAY ROAD LEVEL, Hong Kong. Will Landlords interested send particulars to SMALL INVESTORS TEL. C. 4830?

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46/25, NATHAN ROAD, KOWLOON.

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WINE AND SPIRIT MERCHANTS.

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MARRIAGES.

HUTCHISON—MONAGHAN.—On October 10th, at Ealing, ALICE, youngest son of the late J. D. HUTCHISON, of Hong Kong and Shanghai, and Mrs. HUTCHISON, Colvend, Finchley, to MARGARET BELL MONAGHAN, Kent-avenue, Ealing.

KNIGHT—RUSSELL-BROWN.—On October 10th, at Broad Hinton, CHARLES CROSBY KNIGHT, of Hong Kong, to ENID MURIEL, daughter of Mr. and Mrs. RUSSELL-BROWN, of Broad Hinton House, near Swindon, Wilts.

ANNOUNCEMENT.

The marriage of Mr. K. K. STABLE and Miss M. J. WARRICK will take place at St. John's Cathedral on Monday, November 14th, at 2.45 p.m., with a reception afterwards at the Hong Kong Hotel.

All friends are cordially invited. No formal invitations will be issued. [5494]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 9th, 1927

FACTS ABOUT BRITISH TRADE.

In recent months a decidedly optimistic spirit has been manifested in trade circles in Great Britain. There are sure signs that the country is at last settling down after the prolonged period of unrest in the industrial areas. The official figures dealing with production are encouraging. The export of manufactured goods has been slowly growing, and the export of raw materials is also steadily increasing. In coal, in spite of the conditions in the industry, we are actu-

ally producing and selling more than we were two years ago. Iron and steel are depressed possibly as much as, or more than, any industry in the country. The world demand—which probably, had there been no war, would have taken up the world production to-day by a natural increase—has lagged behind. The war, however, led to productive increases above and beyond all precedent and it requires time for the demand to catch up.

The general strike and trouble in the coal-fields last year checked the placing of contracts for steel and iron. The woollen trade has been hit partly by competition from abroad, partly from change of fashion. In that trade they are suggesting a conference of all those engaged in the trade—masters and men. This is the right way. In the shipbuilding trade the depression has not been peculiar to Great Britain. It has existed all over the world, but Britain is holding 'her own' in world competition. The motor-trade is flourishing and the British light car is in supreme demand in the home market while it is rapidly winning favour in foreign countries. The outlook for British trade has never been so good since before the war period.

MOTORS FOR THE MANY.

The recent Motor Show in London provides a striking illustration of the changes that have taken place in the last twenty years in a social sense. Even in the period immediately preceding the war the owner of a motor car was regarded as a person of comparative affluence. There were few middle-class people who possessed one. We recollect that a certain popular novelist who wrote a story of a middle-class family was rebuked by the reviewers because he gave the family a car. For the critics argued that as the family were able to afford such a luxury they must be above the middle-class stratum in the social scale. The recollection may seem trivial, but it is certainly amusing now when we read of the multitudes who flocked to Olympia for the Motor Show. The vast majority of the visitors were by no means blessed with a superabundance of this world's wealth, and it is clear that there is no middle-class family, free from exceptional burdens, who cannot afford to buy a motor car in these days.

The multiplication of the small, cheap car has of course obvious disadvantages. There are many persons in England who write regularly to the papers to complain of the dangers of the roads and the noise and discomfort resulting from the enormous stream of motor traffic. No doubt the amenities of the countryside have been disturbed, especially at week-ends, and the safety of the highways has been endangered. But after all these are merely the evils of a transition period, due not to the motor car itself, but to its too sudden appearance in a world which was not prepared for it. The problems created are not easy to solve, and no solution is at present in sight, but that does not mean that no solution is possible.

The central fact is that the coming of the small car has brought incalculable pleasure to hundreds of thousands of people who would otherwise fail to realise how fair is the land in which they live. They are able to get away from their surroundings in the towns and enjoy the supreme delights of freedom of movement in the pure air, and the heavenly beauty of the English countryside. For thousands a new meaning has been given to life, the inequalities of wealth have been lessened—not by levelling down but by levelling up—and this assuredly is the way to, at any rate, a material millennium.

The Hon. Sir Shou-son and Lady Chow returned to the Colony by the *President Grant* on Monday.

Mr. H. W. Ray, of the Hong Kong Amusements, Ltd., returned from Shanghai on the s.s. *President Grant*.

The Directors of the China Light and Power Co. (1918), Ltd., have decided to postpone the final call of \$3 per share on the new shares until April 2nd, 1928.

Lieut. Hunt, R.A.F., stationed at Kai Tak Aerodrome, has reported to the Police that \$210 was stolen from an unlocked drawer at his quarters during his absence.

It has been reported to the Police that the accountant in a shop at 132A, Second Street, first floor, collected \$1,230 from various firms towards the end of last month, and has not been seen since. Naturally his employer suspects that he has absconded.

Advice from Los Angeles announces that M. Emil Danenberg has joined the Los Angeles Academy of Music and has charge of one of its branch schools. M. Danenberg and his talented young son have appeared at many concerts on the Pacific Coast of America and have been exceedingly well received everywhere.

The Chinese lad who was convicted on Monday by Mr. W. Schofield at the Kowloon Magistracy, of larceny of a jacket from the back yard of No. 1, Cox's Road, was yesterday morning sentenced to ten strokes of the cane. The accountant of the shop in which the defendant was employed appeared, but refused to stand security for the boy.

A marriage has been arranged, and will take place shortly in Nairobi, between Major Edward Hugh Ward, Royal Marines (Retd.), of Nairobi, Kenya Colony, son of the late Mr. Edward Ward, of Shanghai, and Rebecca, youngest daughter of the late Mr. Henry Jepson, formerly of Cornwall Gardens, S.W.

Mr. T. V. Soong left Hong Kong for Shanghai by the *President Jefferson* yesterday. Among other passengers by this steamer were I. Glare, wife of the Manager of the Vacuum Oil Company, Dr. D. W. Lyon, of the National Council of the Y.M.C.A., and Mr. T. W. Southam, of the A.P.C. Company, all of whom are going to Shanghai.

Sir Robert William Buchanan Jardine, Bart., of Castle Milk, Lockerbie, N.B., and St. James' Place, S.W., as already announced, left personal estate of the value of £1,547,203. This includes horses in training valued at £28,709; yearlings, brood mares and stallions value £20,145; greyhounds value £2,412; Victory Bonds and War stock value £293,721.

The Eastern Welcome Club had their first reunion after the holidays in the shape of the customary monthly luncheon at the Great Eastern Hotel, London, on October 4th. Mr. J. Whitty was in the chair, and the proceedings passed off with much success; the visitors included Mr. J. P. Enticknap, of Shanghai, and Mr. H. E. James, of the Federated Malay States. The Club will hold a dinner and concert this month, and it is rumoured that it will soon have a habitat of its own.

Inquiries made at Headquarters of the North China Command to ascertain the reason for certain officers of the Shanghai Defence Force wearing mourning bands upon their arms, elicited the information that this was due to the death of the Marquis of Cambridge, for whom the British Royal Court is at present in mourning. The Royal Household Regiment, on such occasions, wears mourning and the officers of the Coldstream Guards, as the only representatives of the Royal Household Regiment in Shanghai, followed the usual custom.

Mr. H. J. Brett, H.M. Commercial Counsellor, who, since his return from a commercial tour of inspection up the Yangtze, has been confined to hospital, has now left for a short holiday at Weihaiwei.

The Rev. H. J. Howdon, lately Church Missionary Society missionary in Western China, has been appointed to the vicarage of Christ Church, Lower Birlings—patrons, C.P.A.S. Board of Patronage Trust.

Three reefer jackets, valued at £19, the property of Mr. F. C. Blissing, third engineer of the s.s. *Haigang*, now at the Cosmopolitan Dock, were stolen from his cabin between Sunday afternoon and Monday.

Two dogs belonging to Mr. A. C. Gomes, of 492, Nathan Road, Kowloon, bit a Chinese woman, aged 30 years, and have been sent to Ma Tau Kok for observation. The woman was sent to the Kowloon Hospital.

COLLISION IN THE HARBOUR.

FERRY RUNS INTO JUNK.

SIX PERSONS OVERBOARD: ALL RESCUED.

There was an exciting incident in the harbour yesterday morning, a collision occurring between a ferry launch and a Chinese passenger junk, as a result of which six people were precipitated into the water. All of them, fortunately, were rescued.

It appears that the *Man Shing* ferry, which plies between a wharf off the Western Market, Connaught Road, and Mongkok, was in the Central Fairway when the coxswain saw a cargo boat, a passenger junk and a steam launch in his immediate neighbourhood.

The passenger boat altered its course, but in spite of every effort by the ferry coxswain, who signalled the ferry to reverse her engines, he was unable to avoid a collision.

The passenger boat capsized and its six occupants were thrown into the water.

They were all picked up, however, and were none the worse for the mishap.

The passenger boat was later towed into Mongkok.

BIG OPIUM HAUL.

NEARLY 3,000 TALS CAPTURED YESTERDAY.

A party of European officers, acting upon information received as to a junk in the harbour having illicit contraband on board, paid her a surprise visit yesterday. Their efforts were rewarded by a haul of nearly 3,000 tals of prepared non-Government opium.

It is understood that arrests were made and that a sequel to the haul will be heard at the Magistracy to-day.

NAVY'S CHAMPION LINGUIST.

EXTRA 1/6 A DAY FOR PRINCE GEORGE.

Having spent most of his time since returning from China in France, Lieutenant Prince George, R.N., the King's fourth son, will receive 1s. 6d. a day additional pay as a qualified interpreter in French from October 21st, when he joined the battleship *Nelson*.

A Royal Marine Officer, Major C. E. S. Wright, seems to be the champion linguist of the Navy. He is a qualified interpreter in Danish, Dutch, French, German, Italian, Norwegian, Russian, Spanish, and Swedish. Major Wright joined the Royal Marines when he was 18, and is now at Nanking, where he is no doubt making efforts to learn Chinese.

OBITUARY.

ADMIRAL SIR FRANCIS POWELL.

Admiral Sir Francis Powell, who died on October 5th at the age of 78, was a well-known officer of the Victorian Navy, and did excellent service ashore in the Ashanti and Benin wars, and at Hong Kong dockyard during the operations against the Boxers. In January, 1890, Captain Powell was appointed Commodore in charge of the naval establishments—dockyard, victualling yard, and naval hospital—at Hong Kong, the headquarters of the China Squadron, and held the appointment until April, 1902. Sir Edward Seymour was in command on the station. It was an anxious time, in which questions were arising with regard to the power of Japan, the awakening of China, and the ambitions of Russia; and the importance of Hong Kong as the base of the fleet could hardly be overstated. The Boxer rising of 1900 kept the establishments there working at high pressure, and Commodore Powell stimulated energy and contributed largely to the maintenance of the fleet during the operations in the North. For this valuable service he was created K.C.M.G. on his return, and was awarded a good service pension.

ADMIRAL A. E. BICKFORD.

Admiral Andrew Kennedy Bickford, C.M.G., who was at one time Commander-in-Chief in the Pacific, died on October 8th at Hove at the age of 63. As a sub-lieutenant of the corvette *Barrosa*, on the China Station, he served in the operations in Japan, which resulted from the closing of the Straits of Simonsen. He was present at the action in the Straits, the capture of the forts, and the opening of the inland sea, when he had charge of a rocket boat. In February, 1883, he recommissioned at Hong Kong the *Pegasus*, composite sloop, and commanded her for two years, until promoted captain on December 31st, 1884. He negotiated the release of the captive crew of the *Niervo* in Achén, Sumatra, who were in the hands of the Rajah of Tenom, and was created C.M.G. for this and other services as senior officer of combined English, French and German squadrons at various operations in the South Pacific. His only service as an admiral was as Commander-in-Chief on the Pacific Station, with which he had become especially familiar by reason of his many years there. Promoted to vice-admiral in February, 1904, and to admiral in March, 1908, he retired in the following May, after 50 years on the active list.

MR. F. W. LYONS.

The death occurred in a London nursing home, on October 8th, of Mr. Frederick William Lyons, a Commissioner of Customs in China. The third son of the late Mr. F. W. Lyons, of Warrenpoint, County Down, Ireland, he was born 53 years ago, and as a B.A. with honours in mathematical science of the Royal University of Ireland, entered the Chinese Customs Service under the late Sir Robert Hart in 1898. In 1924 he was promoted to the rank of Commissioner and was stationed at Peking. He had previously been decorated with the Order of the Chia Ho (fourth class). Much sympathy will be extended to his widow.

FATHER NOZALEDO.

Father Nozaledo, formerly Archbishop of Manila, died in Madrid on October 7th at the age of 83. After the taking of the Philippines by the United States he was designated Archbishop of Valencia, but resigned as a result of a campaign against his nomination. He was the author of several books on biology.

ARMISTICE DAY.

LEST WE FORGET.

(Contributed.)

It was growing dusk on a November afternoon. Tucker sat in his room waiting to sign letters while the typewriters rattled noisily in the general office. As he waited, he re-read the English mail he had received that morning. One letter was a long and cheerful one from a man who had been in his regiment during the War. Poor old Graham! Rotten luck to go through unhurt from 1915 only to be hit on the eve of the Armistice—and to lose two legs as the result.

To Tucker, as he read the letter, the rattling of the typewriters suddenly sounded sinister. It reminded him of something; it was just the noise that was going on when Graham was hit.

Rather grim that typewriters rat-tat-tatting out letters whereby he, Tucker, made his living, and machine-guns rat-tat-tatting out bullets whereby Graham lost his life.

But grimmer still that Tucker with a whole skin and carrying on his old job was full of "grouses", trade had, profits reduced, chaos in China, dengue fever, and so on. But Graham with his two maimed stumps for legs and unable to carry on his old job with his hands, was making enough to keep him, fit as a fiddle, jolly old Haig, and so on.

Tucker looked at the calendar on his desk. It would be the 11th November in a few days, Armistice Day, Remembrance Day. Nine long years ago, but could he ever forget?

He took out his cheque-book and wrote a cheque in favour of Earl Haig's Fund—the Fund which has turned and is still turning hundreds of thousands of the shattered survivors of the Great War into the Graham's of the peace.

POST OFFICE ARRANGEMENTS.

On Armistice Day the General Post Office and Branch Post Offices will be open from 8 a.m. to 9 a.m. There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sunday, and one delivery of registered correspondence from the G.P.O. at 9 a.m. The Money Order Offices will be closed all day.

CORRESPONDENCE.

SERVICE AT THE CATHEDRAL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—May we trespass on the space in your columns for the purpose of bringing to the notice of all men who served in the War 1914-18 that it is hoped to secure a record attendance of Ex-Service Men at the Cathedral, Garden Road, on Armistice Day, November 11th, at 9.30 a.m. (not 10 a.m. as originally stated). The service will be a short one and will be followed by the ceremony of laying wreaths on the Cathedral Memorial to Hong Kong Men.

From the Cathedral those attending who prefer can proceed independently to the Cenotaph for the customary ceremony of Remembrance. Those who are unable to be present at the Cathedral should make a point of being at the Cenotaph.

In Hong Kong the large number of Regular units present should make the ceremony this year particularly impressive, and it is hoped that the attendance of Ex-Service civilians, whether or not belonging to the undersigned Associations, may be worthy of the occasion.

It may be pointed out that a special effort is being made at Home this year in this connection by Ex-Service Associations.—Yours faithfully,

G. K. HALL BRUTTON,

President, British Legion.

F. HAYLEY BELL,

President, Ex-Active Service Men's Association.

WEATHER REPORT.

The weather report issued by the Hong Kong Royal Observatory at 7.50 last evening stated:—Changes are slight since this morning. Moderate to fresh monsoon may be expected along the S.E. coast of China and over the north China Sea. Local forecast:—N.E. winds, fresh, fine.

CANTON GENERAL TO SEND AN EXPEDITION TO HUNAN.

KWANGTUNG AND KWANGSI REVENUE NOT TO BE REMITTED TO "CENTRAL GOVERNMENT."

COMMUNISTS SAID TO BE "VERY ACTIVE" IN THE SHANGHAI-NANKING RAILWAY ZONE.

SHANSI CONFERENCE DECIDES TO RENEW COUNTER-ATTACKS.

According to the local vernacular Press, General Li Tsai Hsin has acquiesced in Nanking Government's request that he should send a punitive expedition to Hunan to attack Tang Seng Chi's rear. Doubtless Nanking will be pleased, but it is very doubtful that they will find much pleasure in contemplating General Li's further statement to the effect that all revenue receipts within Kwangtung and Kwangsi will be utilised for the purpose of the proposed expedition and that none will be remitted to Nanking's "Central Government."

Shansi officials, it would seem, are determined to prosecute their campaign in Chihli. They have just held a conference at which they decided to renew counter-attacks against the Fengtienese.

Mme. C. C. Wu has been liberated and General Chiang Kai Shek is now on his way to Shanghai from Japan.

MME. C. C. WU RELEASED. GENERAL CHIANG KAI SHEK LEAVES JAPAN.

[THROUGH REUTER'S AGENCY.]

[THROUGH REUTER'S AGENCY.]

TRIESTE, Nov. 8th. Madame C. C. Wu, was released yesterday evening by order of General Chang Tsung Chang.

GENERAL LI'S PUNITIVE EXPEDITION.

(Wah Tai Tai Pao.)

SHANGHAI, November 8th. General Li Tsai Hsin, of Canton, has telegraphed to Mr. Sun Fo to the effect that he will start an expedition towards Hunan for the purpose of attacking Tang Seng Chi's rear and in compliance with the Nanking Government's order. While the Canton expedition to the north was being conducted, he added, all revenue receipts within Kwangtung and Kwangsi provinces would be kept entirely for political and military expenses in these two provinces instead of remitting them to the Central Government.

Another telegram, sent by General Li to General Bei Chung Hsi, mentioned that he (General Li) must oppose Mr. Wang Ching Wei's plan of calling the 4th Kuomintang Conference in Canton, in view of the fact that there was no central authority in Canton to ratify the calling of the conference. On information from the Shanghai-Nanking Railway being received to the effect that the communists in the Shanghai-Nanking Railway zone are again very active, the Public Safety Department of the Kiangsu Provincial Government has reinforced a number of armed police at the railway to keep strict vigilance.

Heavy firing still continues near Wu-yat, which, according to a previous report, has fallen to the Nanking troops. Commodore Chen Shiu Fan will order four additional cruisers to co-operate with the Nanking forces pushing towards the Upper Yangtze.

SHANSI DECIDES UPON COUNTER-ATTACKS.

(Wah Tai Tai Pao.)

SHANGHAI, November 8th. General Yen Shih Shan called a military conference in Ningchi-kwan to discuss the renewal of counter-attacks on the Fengtienese. It was decided that Shansi forces would be moved in two directions towards Southern Chihli, one column marching to the Tsingling-Taiyuan Railway, and the other advancing to Taining, in southern Chihli for the purpose of cutting off the Chihli-Shantung forces who are now operating against Feng Yu Hsiang's troops. It was also decided that meanwhile the Shansi troops now on the defensive at the Peking-Suiyuan Railway, would simultaneously launch a general counter-attack on the Fengtienese, the objective being the metropolitan area.

Feng Yu Hsiang's main forces operating along the Luninghai Railway are advancing to Tangshan, on the Kiangsu border, in the Lung-hai Railway area. Their vanguard is reported to have reached a point some 10 miles off Hsuehchow. Meanwhile, the left flank of Marshal Feng's army has advanced to southern Shantung, and threatens Tse-ning, 40 miles south-west of Yenchow.

THE RIOTING AT SHANGHAI.

NO FATALITIES.

SOVIET CONSUL REJECTS POLICE PROTECTION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 8th. All was quiet in the vicinity of Astor House Hotel at 7.30 yesterday evening, but five minutes later an attack was made on the Soviet Consulate opposite by a mob of 50 "White" Russians from Astor Road, which was quickly augmented by 200 to 300 more people, and the attack was soon in full swing.

The mob broke the windows with bricks, smashing in the main door, and entering the hall, where they were met by revolver fire from the occupants, who had been expecting trouble all day, and were fully prepared. One of the attackers was shot dead, and several were wounded. The "Whites" then fell back.

Police On The Scene.

Surging out from Broadway, a second attack was repulsed by the police, whose reserves had been standing by since four o'clock in the afternoon, after a rough struggle in which batons and fists had free play.

The riot lasted an hour and a half, in the course of which more than twenty shots were fired from the Consulate, and one "White" Russian was killed and ten wounded.

The affair was watched by a crowd of onlookers from across the street, and from the windows of the Astor House Hotel.

Eventually the police obtained control, and threw a cordon of armed Sikhs and Chinese police round the building.

Municipal Police Not Wanted.

LATER.

SHANGHAI, November 8th. According to police reports no fatalities resulted in the Consulate riot yesterday though four "White" Russians were seriously and four slightly injured.

It is worthy of note that yesterday morning the police offer of protection to the Consulate was curtly rejected by Consul Koslovsky, who apparently was endeavouring to bring in the Chinese authorities, having requested General Quot Tai Chi to give protection.

Twenty women and eight children are at present residing in the Consulate. Crowds visited the scene to-day and the town is full of rumours but a recrudescence of the trouble is considered to be unlikely.

GREAT BRITAIN AND EGYPT.

MUTUALLY SATISFACTORY DISCUSSIONS.

DEPARTURE OF EGYPTIAN PREMIER.

[BRITISH WIRELESS SERVICE.]

CAIRO, Nov. 7th. Sarwat Pasha, the Egyptian Prime Minister, leaves London tomorrow after a week's visit during which he and the Foreign Secretary, Sir Austen Chamberlain, were enabled to continue the informal conversations which began during Sarwat Pasha's visit in July upon the subject of the future relations between Great Britain and Egypt. It was understood that mutually satisfactory progress has been made during the discussions.

AMERICA'S GOLD STOCKS.

MORE THAN HALF THE WORLD'S TOTAL.

[THROUGH REUTER'S AGENCY.]

WASHINGTON, Nov. 7th. The latest Treasury figures estimate the stock of gold in the United States at \$4,500,000,000, representing 55 per cent. of the gold coinage of the world. Altogether \$2,000,000,000 worth of gold is stored in the Government Assay Office at New York.

WHAT PRINCE CAROL WAS PREPARED TO DO.

CASE AGAINST RUMANIAN EX-MINISTER.

TRIAL BEGINS TO-MORROW.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, Nov. 8th. The preliminary investigation of M. Manolesco has concluded, the definitive charge published containing a list of 15 points on which M. Manolesco is accused. The trial will begin on the 10th inst.

Colonel Theodorosco, has been liberated. The newspaper *Agencia* says that M. Manolesco told the Magistrate that he had not intended to overthrow the Constitution, and he declared that Prince Carol had said that he was willing to sit on the Council of Regency and recognise the sovereignty of King Michael.

MR. LLOYD GEORGE'S VIEWS.

"EUROPE MUST ADVANCE BEYOND LOCARNO."

ALLEGED TREATY BREACHES.

[REUTER'S AMERICAN SERVICE.]

LONDON, Nov. 7th. Mr. Lloyd George, in a speech in London, declared that the conquering nations at present had over 10,000,000 trained men, who were better equipped for war than in 1914. Germany, Austria, Hungary and Bulgaria aggregated 300,000 to 350,000 "indifferently equipped soldiers."

This was disavowing the solemn pledge we gave before Germany signed the Treaty of Versailles, that if they would disarm we would follow their example.

Territories in Europe, such as Vilna and Galicia, had been forcibly annexed, and the clauses in the Treaty of Versailles providing for the protection of minorities had been trampled on.

"Unless Europe advanced beyond Locarno in the direction of arbitration and disarmament," war was inevitable.

THE SOVIET'S ANNIVERSARY.

CEREMONIAL "RED" CELEBRATIONS.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Nov. 7th. It is officially stated that a million persons participated in the anniversary demonstrations here. The processions converged on the Red Square, which was the centre of the official festivities. The walls of the Kremlin were covered with red cloth bearing inscriptions describing the important events of the past ten years.

The Soviet authorities assembled on a platform at the Lenin Mausoleum, at the sides of which the Diplomatic Body and several hundred foreign delegates were drawn up. After speeches and a ceremonial march past of Red troops, demonstrators went in procession until dark.

INDIA'S POLITICS.

SWARAJIST LEADER'S ATTITUDE.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Nov. 7th. There is a tense political situation on the eve of the announcement of the personnel of the statutory commission which will investigate the working of the reforms, since 1919.

This is illustrated by the action of Mr. Sen Gupta, the Swarajist leader in Bengal, refusing an invitation to meet the Governor, declaring that as the Government has made up its mind as regards the statutory commission, and has also rejected the National Congress demand for a round table conference, any suggestions he might make at present would be futile; and moreover as the question of the political detenus in Bengal has not been settled, Mr. Gupta considers that the discussion of constitutional questions will not serve any useful purpose.

FRANCO-AMERICAN FISCAL AFFAIRS.

U.S.A. SEND ANOTHER NOTE.

TREATY NEGOTIATIONS PENDING.

[THROUGH REUTER'S AGENCY.]

WASHINGTON, Nov. 8th. The United States' reply to the latest communication from France with regard to the tariff dispute has been sent to Paris. It is understood that it is confined to an explanation of technical points, which it is necessary should be cleared up as a preliminary to the opening of negotiations for a Commercial Treaty regulating Franco-American tariff relations. The American officials hope that the Note will facilitate the provisional Tariff Agreement, which should endure for the period of the treaty negotiations.

AIR SPEED RECORD.

GREAT BRITAIN'S PREPARATIONS.

AN ATTEMPT AT OVER 300 MILES AN HOUR.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 7th. The new air speed record set up by the Italian Major Di Bernhardt is not likely to stand long unchallenged. Preparations are already nearing completion in this country for an attempt at over 300 miles an hour.

When Flight-Lieutenant Webster put up the speed record of 255 miles an hour in the Schneider Trophy race, flying a supermarine Napier S.5 seaplane, his speed included flying round too acute corners and as the necessary slowing up to take these corners must have had a detrimental effect on his average speed, experts are confident that the supermarine Napier is capable of beating Bernhardt's speed on a straight course.

Average speed tests will take place at Calshot over a measured course of three kilometres which will be flown twice in each direction, the average speed of the four flights being that counted in the record. It is probable that the pilot will be Flight-Lieutenant Worsley, who was second in the Schneider Trophy race and that the machine will be an improved supermarine Napier.

BERLIN BOURSE "SLUMP."

EFFECT OF ECONOMY WARNING.

[THROUGH REUTER'S AGENCY.]

BERLIN, Nov. 7th. Following the publication yesterday of the report by the Agent-General of Reparations, Mr. Parker Gilbert, stressing the need for an economical German financial policy, and the Government's report, as well as the unsatisfactory report of the German steel trust, quotations on the Bourse dropped, some shares losing as much as 30 points. Bear speculators are busy making the most of the situation. Bourse circles fear that the bi-monthly settlement day will disclose losses equal to those of the ill-famed "Black Friday," several months ago.

Germany's Economic and Financial Policy.

LATER. The slump is partly attributable to the passage of the steel trust memorandum agreeing to Mr. Parker Gilbert's foreshadowing of economic stagnation, particularly in the coal and iron trades, unless the German economic and financial policy is completely reorganised. The memorandum, however, statistically demonstrates the progress of the trust's remunerative activities.

TRADE BARRIERS.

PRINCIPAL NATIONS AGREE.

[THROUGH REUTER'S AGENCY.]

GENEVA, Nov. 7th. The trade barriers conference has drafted a convention which fourteen countries, including Germany, Britain, France, and Italy, announce their intention of signing to-morrow. A feature of the debate was the promise by the French spokesman to withdraw the prohibition of the importation of coal and coke, which was applauded as an indication of the successful progress of the Franco-German economic negotiations.

"UNIVERSITY CITY" IN FRENCH CAPITAL.

ADDITIONAL HOSTELS BEING ESTABLISHED.

BRIGHT PROSPECTS.

[THROUGH HAVAS AGENCY.]

PARIS, November 8th. Recent manifestations show a bright outlook for a "University City" in Paris. Last Friday Prince Leopold of Belgium solemnly inaugurated the Belgian hostel and yesterday the Dutch and Swedish ministers signed contracts to establish hostels for the students of their respective countries wishing to perfect their knowledge of French science and literature.

LONDON'S ARMISTICE DAY.

NO REVELS AT THE HOTELS.

EX-SERVICE WOMEN TO PARTICIPATE.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 7th. There will be no revels in London hotels or restaurants on Armistice Day. The secretary of the Hotel and Restaurants' Association said that public opinion seemed against revels, and many establishments were arranging dances on November 12th instead. Ex-Service women for the first time will participate in the official parade and the Cenotaph ceremony.

The service in Canterbury Cathedral will be broadcast, but the Home Secretary has banned the broadcasting of the Cenotaph service. The Prince of Wales will give an address at a remembrance festival in the Albert Hall in the evening, which will be broadcast all over the Empire, after which the audience will march in a torchlight procession to the Cenotaph. An overflow gathering will join the procession at Hyde Park.

NAVAL INTELLIGENCE. HOME ANNOUNCEMENTS. CANTEENS ON H.M.'S SHIPS. The sloop *Verbena* has completed her refit and is ordered to commission on October 25th for service in African waters. She will be commanded by Commander L. G. Ingham, formerly Fleet Gunner Officer in the flagship *Hawkins* in China.

The announcement was made at the last meeting of the Headquarters Naval Canteen Committee that the Navy, Army and Air Force Institutes had definitely proposed to the Admiralty to take over the canteens in His Majesty's ships on the China Station, and that this suggestion was under consideration. China is the only one of the big stations at which the N.A.A.F.I. have not hitherto been in full operation. Their activities were extended there earlier in the year, following the dispatch of ships to the Far East from other stations, and reports received indicate that the Institutes are giving satisfaction, and are holding their own as compared with the canteens in ships with Chinese tenant contractors, while continuing to pay the higher rate of rebate. A permanent N.A.A.F.I. area manager has been appointed to Hong Kong, and the base will be organized similarly to Malta.

Commander R. W. Blacklock, D.S.C., who began duty on October 7th, with the Director of Naval Intelligence at the Admiralty, served in 1923-25 with the Submarine Fleet in China. It is understood that the Third Destroyer Flotilla, which was lent to the Naval Command in Chinese waters from the Mediterranean, will remain in the Far East, and that its place in the Mediterranean will be taken by a flotilla from home. The following appointments were made by the Admiralty on October 11th: Engr. Lieut.-Comdr. P. H. McCarter, to *Titanic*, and for duty with submarines (on relief); Commander Engr. E. Young, to *Titanic*, and for duty class 1 with submarines (on relief); Wt. Engr. E. A. Waterson, to *Titanic*, for service in submarines (on relief); and Wt. Engr. T. G. Nicholas (ac.) to *Titanic*, and for service in submarines (November 1st).

THE NEXT RACE MEETING. Draft programme and entry forms for the 8th Extra Race Meeting of the Hong Kong Jockey Club, to be held on Saturday, November 26th, may be obtained at the Race Course, Hong Kong Jockey Club, or Causeway Bay Stables. Entries close at noon on Tuesday, November 16th.

THE BLUE NILE DAM.

ABYSSINIA'S ENVOY VISITING ENGLAND.

MORE ABOUT THE CONTRACT.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 7th. Dr. W. C. Martin, the envoy extraordinary of Abyssinia, has arrived at Liverpool, and is going on to London. It is understood that he will discuss with the Foreign Office the question of the Blue Nile dam. In an interview he said that he had been in America at the request of the Abyssinian Government, to try to find an efficient firm of engineers for the work on the dam. He had discussed the matter with the White Engineering Company, and they had made proposals which he would submit to the Abyssinian Government but there was no contract.

"We are not building a dam for the Abyssinian Government, but at the request of the British Government, who want it for the Sudan. If they now say they don't want it, there's an end of the matter."

New York Company's Claim.

NEW YORK, Nov. 7th.

The statement by the Abyssinian envoy, Dr. Martin, cabled earlier, has been brought to the attention of the officials of the White Engineering Corporation, who repeat that the corporation had a very definite agreement with the Abyssinian Government regarding the proposals for a concession, which, however, had to be signed and sealed before it could become effective. The vice-president of the corporation said that he failed to understand Dr. Martin's statement, and refused to comment on it. He added the original announcement made by Dr. Martin at New York, and declared "we merely confirmed what he said."

YOUTH WILL DANCE.

THE VICAR'S BAN.

Sir Harry Verney speaking of the place of the Church in the social life of the village at a meeting of the Church assembly at Ipswich said, "The young will dance. Good luck to them! Why shouldn't they?"

Dancing at its worst is abominable. At its best it is a very old and a very fine art. Here is a real chance for the church.

The Autocratic "We."

As an example of "how not to do it," he quoted the following paragraph from a church magazine. "It has been reported to us, that during last winter dances were not always conducted in the way we should wish. The winter, therefore, dancing in the church hall will not be allowed."

Did the vicar attend those dances? asked Sir Harry. Were the churchwardens there? If not, why not? If the church hall was shut to dancing, doubtless some public-house would open its doors, for the young people of that village were certainly going to dance somewhere. Dancing lessons should be given in the village to improve ballroom manners, with the last lesson of the season turned into a competition. In one village where this was done, after the first session the girls would only dance with the men who had learned civil ways, so the next session the hooligans had to come and be taught, or there were no partners for them.

The Good And The Bad.

Canon E. S. Woods, said: "With regard to dancing, I am quite strongly of the opinion that the day has gone for good when Christians can say it is un-Christian to dance. It is up to the Church to throw its mantle so far as may be over healthy, nice, and decent dancing. Of course, there are dances which are good, and those which are bad. The Church ought to try and provide that kind of opportunity, where our young men and women can meet and dance under healthy conditions."

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THE HONG KONG DAILY PRESS, WEDNESDAY, NOVEMBER 9th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—London's Car Park Problem—Mussolini's Wonder Motor Roads—Sending the New Car by Radio—"Hush, Hush!" Order for London—Tropical Troubles.

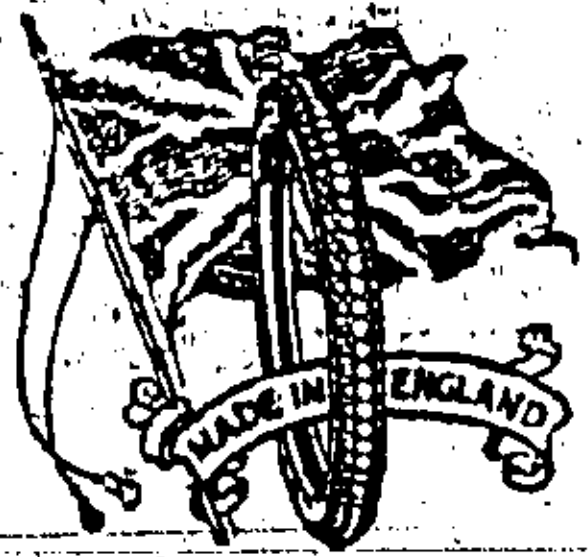
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MOTOR NOTES.

MOTOR COACHES OVER THE ALPS.

As a result of important motor tests now being made over high and narrow Alpine passes it is hoped that the Swiss postal charabanc service will soon be carrying passengers, parcels and mails across the Alps all the year round. The summer organisation is already the most important mountain service run by any Government. It began 78 years ago with 406 coaches. Today it numbers 3,008 coaches and 1,351 sleighs. There are still 648 horses used, but the arrival of the motor has revolutionised this mountain traffic. At first the coaches were just taken over from the army. They had solid tyres and they were few in number. To-day the old solid tyres have largely given place to Dunlop pneumatics; the coaches themselves have been equipped with scoops, picks, axes and other appliances and there are now 198 of them (63 of 60 h.p.) in the service of the travelling post, with 182 others for heavy work. These coaches now ply at a greater height than any in the world, and the extension of their work to the winter months will not only be an achievement of importance to the Swiss Republic, but a pioneer motoring experiment.

A "SHOCKING" EXPERIENCE.

A curious experience befell a member of the editorial staff of *The Motor* the other day when, wishing to ascertain the temperature of the front-brake drums of his car after a braking test, he received a powerful electric shock. Not only was the sensation nearly as strong as if he had grasped hold of a high-tension lead while the engine was running, but he distinctly heard the crackle of the spark leaping from the brake drum to his finger. This unusual experience serves to show that a considerable charge of static electricity can be generated by the friction of the linings on the brake drums. In the case in point it is probable that the drum was insulated from the rest of the chassis by a layer of grease round the steering pins, etc., while, of course, the wheel could not be directly earthed owing to the dry rubber tyre.

Commenting editorially on this experience, *The Motor* states:—"Definite evidence has been obtained from time to time that a car can become charged with static electricity, which may be non-technically defined as 'electricity at rest.' To the scientist the condition is a specially interesting one, and it is certain that much has yet to be found out concerning this remarkable phenomenon. At the outset it should be made clear that the static electrification of a car has nothing to do with the electrical equipment or its operation. A circumstance which accounts for much is the fact that a car is electrically insulated from the earth by its rubber tyres, provided these are in a dry state. Here is an interesting instance of the conversion of mechanical energy by friction between metal and fabric into a powerful static charge, and is probably a very frequent condition in the ordinary everyday use of a car."

WATER MAY RUIN YOUR ENGINE.

A leakage of water from the cooling system of a motor-car engine to the sump, even if the leak be minute, is most likely to produce serious consequences; the detection of the trouble, however, is by no means simple, and quite a considerable quantity of water may drain through and do untold harm to the bearings before it can be detected. It is not at all usual, says *The Light Car and Cyclecar*, for an engine to leak oil from its sump in alarming quantities, but some small decrease in the level of the lubricant is generally to be detected after a few hundred miles' usage of a car. If the oil always appears to be at a constant level in the sump, and if the unsatisfactory running of the engine has given cause to suspect the presence of foreign matter with the lubricant, it should at once be drained into a clean container. In all probability it will then be found that there is quite a considerable quantity of water (with rust in suspension) upon which the lubricant is floating.

(Continued on next Column.)

"HUSH, HUSH!" ORDER FOR LONDON.

EXPENSIVE FUTURE FOR THE NOISY MOTORIST.

Streets full of smooth, silent traffic—motors with soundless engines, motor-cycles with hardly a whisper coming from them. That is what the great London streets—roaring and crowded now—days with noisy streams of traffic—should be like. It is because they are not that Sir William Joynson-Hicks, the Home Secretary, has ordered a rigorous police campaign against noisy motorists. The parking and speeding laws are also to be tightened up.

A secret of the new anti-noise campaign is hinted at in the official warning issued by the Home Office. It peeps out in the phrase which speaks of Jix's "personal observations."

Warnings Ignored.

"He has to travel about the country a good deal, and in the last year or so he has seen for himself that the noisy motorist is an intolerable nuisance," said a Home Office chief to *The Evening News*. "His own experience coupled with the mass of information which has reached him from other sources has determined him to take action."

Hence the warning: Motorists are therefore again warned that if they desire to escape liability to the fine of £10 provided by the law they must see that their machines are effectively silenced, and that they must use and drive them so as to reduce the noise of their exhausts as far as may be reasonably practicable.

Listening To The "Pop."

The people who motor at the "top of their voices" have been undeterred by the previous police efforts. Although there were 5,700 prosecutions against them in the Metropolitan District alone in the first six months of this year, the streets are as loud as ever.

Scotland Yard's traffic authorities will from now on "listen in" with the utmost care to the traffic sounds, and a noisy exhaust will quickly land its owner in front of a magistrate.

Even the Automobile Association admitted that although the day of soundless traffic is bound to come, it has not arrived yet. "There has been a vast improvement in the last two years," declared one of its officials "but there are still some motorists who like to hear their engines."

"In the residential districts they are a perfect nuisance. We welcome the new order, as long as it does not mean persecuting the average motorist."

The two hour limit for parking in the crowded central areas will be still more rigidly enforced.

ONE ESSENTIAL DRIVING SIGNAL.

In an article on driving methods *The Light Car and Cyclecar* says it considers that there is only one essential signal—namely, to denote a turn to the right; it is given by extending the right arm horizontally and in a quite unmistakable manner. When turning to the left, when stopping or when slowing down, conditions are very different, and any of these changes of driving tactics can be made without regard to other road traffic, providing they are carried out in a common-sense way. The control of a car on the road should be made as simple and safe as possible, and, affirms our contemporary, a multiplicity of driving signals defeats rather than helps to attain this object.

STUDEBAKER COMMANDER.

Repeating, within fifteen days, their performance at Atlantic City on September 5th, Studebaker Commander Sport Roadsters won the 75-mile race for stock cars priced below \$2,000 on the Charlotte, N. C. Speedway, September 20th, and were placed first, second, and third. The race was won by Ralph Hepburn, who crossed the finish line after averaging 88.56 miles per hour for the 75 miles. None of the three Commanders entered made any stops in the pits and all finished the 75-mile grind in perfect condition. Hepburn, who piloted the winning Commander in the Atlantic City race, increased his average speed by 2.61 miles per hour—from 85.95 miles per hour to an 88.56 miles per hour average.

LONDON'S CAR PARK PROBLEM.

ROOF GARAGES NOW SUGGESTED.

2,000 NEW CARS PER WEEK.

The proposal to construct underground garages under London squares in order to relieve traffic congestion caused by stationary vehicles again focuses attention on a problem of ever increasing urgency.

With new motor-cars coming on the road at the rate of 2,000 a week and a prospect of the number being largely augmented in the next year, the problem of where to leave the car is going to be one of the greatest confronting motorists and the police.

In London the public car parks are difficult to find, as there are no direction signs; in number they are hopelessly inadequate to meet the needs of the thousands who want to leave their cars, and the time limit of two hours is so short that they are almost useless to those who dine out or go to the theatre.

Vision Of The Future.

Turning many of London's 365 squares into underground garages, may go a fair way to relieve the present disabilities, but in the next ten years everybody will be motoring everywhere.

There is nothing for it but garages being considered an essential part of all big stores, restaurants, hotels, theatres, and so on. Some stores have special parks and garages now, but the idea will have to be extended, for London streets do not lend themselves to parking like those of New York.

West End Garage Charges.

"We have tried to persuade the Ministry of Transport to extend the car parking limit of two hours with a view to helping those attending theatres or dining at hotels or restaurants," said an official of the A.A., "but the Ministry has been unable to accede to this, the point they rightly make being that the public streets cannot be used as a substitute for garages."

"Car parks are only for those who wish to leave their cars temporarily while they do business. For those who want to leave their car for more than two hours there are the garages."

"We have had allegations that charges are excessive in the West End garages, but we have proved them to be exaggerated. The average charge for a small car for six hours is 2s.; for the biggest cars it is more naturally."

Abusing A Privilege.

"The London police do their utmost to help motorists and give them reasonable latitude in leaving their cars where no obstruction is likely to be caused. Evidently, they are severe on those they find abusing the privilege of the street, car parks and trying to make them a cheap substitute for a garage."

"Visitors to London would be told the nearest car park by any constable, and I do not think matters will be greatly improved by having signs on lamp-posts saying where the adjacent parks were, for the visitor would still have to ask his way to them."

"The problem is a tremendously difficult one, and after years of thought and consideration we are firmly convinced that underground garages are the only solution."

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MOTORING NOTES

(CONT'D.)

TROPICAL TROUBLES.

WATCH YOUR TYRES.

During warm, sunny weather motorists whose tyres have become somewhat worn should watch those necessary accessories anxiously. There is a general idea (says *The Autocar*) that tyres should not be left exposed to the sun when the car is standing, because the rise in temperature entails a rise in pressure which may result in a burst tyre, but actually there is no danger of this happening, since the rise in pressure is so small as to be negligible. The pressure required to burst a tyre is some hundreds of pounds per square inch,

and the slight rise of pressure caused by the heat of the sun's rays, even on a very hot day, is hardly likely to be sufficient to be noticeable even from the point of view of riding comfort. At the same time hot, dry weather is undoubtedly productive of more tyre trouble than is usually experienced, but the reason lies in its effect on the roads. Except in the case of roads with a concrete or other special surface, there is a tendency for the surface to become loose, and small pieces of road material are then more easily picked up by the treads of the tyres. In starting operations frequently the gritting material thrown over the tar is of a sharp, flinty nature calculated to do considerable harm to pneumatic tyres, until it is crushed into finer form by the traffic it is meant to help. In order to avoid trouble, therefore, the wise motorist will make a point of jacking up each wheel in turn and carefully examining the tyres picking out all sharp stones and flints which are embedded therein.

MUSSOLINI'S WONDER MOTOR ROADS.

ACROSS ITALY WITH NO SPEED LIMIT.

200 MILES.

Italy's new motor roads are the eighth wonder of the world.

They are sacred to motoring. They have no cross-roads, no hills, and no pedestrians. There are no houses along them, except the very few in which the keepers live.

I motored from Como to Milan the other day—twenty-two and a half miles—in just over nineteen minutes, writes Hannen Swaffer.

There is no speed limit. After paying about 6s. 8d. for the privilege, you can drive as fast as you like along a road of which the motorist is the monarch of all he does not stop to survey. Racing cars are charged three times as much.

If you open your exhaust you are liable to a fine of just over 25s. If you go into the centre of the road it may cost you a £10 fine.

Some years ago Italian roads were said to be almost the worst in Europe. These new roads are the best.

They already stretch from Lake Maggiore to Milan, with branches to Varese and Como. In a week or two the road will be open from Milan to Bergamo. Then they will start the road to Venice.

75 Miles An Hour.

This means that a motorist will be able to travel from Lake Maggiore to Venice, almost right across Italy, or about 200 miles, in three hours, going, if he likes, at seventy-five miles an hour. Other roads will soon run from Rome to Ostia and from Naples to Salerno.

The other day I drove along the great autostrada, as they call it—motor street, it means—touching, for a few minutes, eighty-one miles an hour. On the previous night, while going at seventy-five miles an hour, we killed an owl which flew against the car's body, blinded by the light. Soon after we ran over a dog; fortunately it was already dead. Some other motorist had not stopped to pick the body up. When we had done twenty miles were dead on the front of the car.

Accidents are very rare, although the first night I drove along this road, with Mr. Clifford Whitley at the wheel, an American girl overturned her car and fractured her arm in three places; her two brothers escaped injury by a miracle.

Mussolini may have many enemies. Although I differ from him seriously in politics, I hasten to say that the autostrada is one

of the first proofs of his inspiring genius. He urged on the engineers to build motor roads joining up Italy's most famous resorts.

Their building found work for the unemployed. They would be of great strategic value in wartime. They are an urge to business in the days of peace.

Armed.

The servants of the motor roads were given an equal footing with the ordinary sworn police, which means that they can carry revolvers and pistols, as well as rifles; the savings banks were given power to make loans to the builders; and the Government's reward for finding an annual subsidy which, capitalised, means a third of the cost, is that in fifty years the Italian nation will own the roads from end to end.

Yes, you pay your thirty lire and then the road is yours. At night it looks hideous, for, when you travel at a lightning speed, your lamps light up only telegraph wires and the motoring advertisements which line the route. In the daytime a green pleasure stretches out its leisurely flatness on either side. You are king of the plains of Lombardy.

Whitened stones, placed where, in the ordinary road, the kerb would be, warn and guide, even in fog, you can drive as fast as you like, spurred on by the car in front, hastened forward by the car behind.

When, after going at seventy-five miles an hour, you slow down to sixty, you think you are loitering, it seems so slow. When you pass a car going at fifty miles an hour, you leave it standing still.

Pillaged Road Fund.

England was to have roads like these, they tell me, if Lord Montagu of Beauchamp's scheme had been carried out. He wanted a motor road built from London to Brighton, I am told, and one from London to Manchester. The sum of £50,000,000 was mentioned as the cost.

Alas! the Ministry of Transport has been crippled, and the Road Fund has been pillaged. New highways meant to link up England's towns are uncompleted, and even these, where they are finished, are subject, of course, to the ordinary laws of the land.

The autostrada has no dust. It has no mud. It has no level crossings. It has no police traps except for those who go too slow. Its few bends are widespread curves. It imposes a road discipline on its users. It excludes the passage of all unauthorised persons and vehicles. It has a smooth, homogeneous, and resistant surface, and every now and then you come across motor outfit stores, each of which has a first-aid station in case you break your neck or you want an aspirin.

"The new road will bring great trade to Venice," said the manager of one of the leading hotels of the city of the Doges. "Mussolini thinks far, and he thinks like a Caesar."

In Other Countries.

The plan of the autostrada was completed after thorough study had been made in America of the different types of surfacing material. These were used, so cleverly that now schemes have been planned in Germany and France where committees were formed to consult the Italian experts. Spain, Portugal, and Egypt got into touch with Italy for the same reasons, while the Argentine Republic soon sent requests for information. Only in England, apparently, are motor roads thought unnecessary.

"Italy's intense activity," says Piero Puricelli, the chief engineer, "is perhaps a little ahead of the times, considering that in Italy motoring has not yet properly developed. We are concentrating on our road-building efforts with an eye to the future. The motor road will soon take the place of the ordinary road for motor vehicles."

"The greatness of our country," is now Italy's dominating idea.

SENDING THE NEW CAR BY RADIO.

PICTURE AND DESCRIPTION THROUGH SPACE.

The speed at which business can be transacted nowadays, between the ends of the earth and incidentally, the immense possibilities of the new Empire wireless co-operation, have been demonstrated afresh.

In order that their latest car model might be copied by their agents all over the world with the least delay, the General Motor Corporation of Detroit, U.S.A., sent a radio-photograph of the car East and West from New York as soon as it was ready. At the same time a full technical description was transmitted by wireless.

The radio-photograph was transmitted to London and from there duplicates were sent by aeroplane to Antwerp, Paris, and Singapore, as well as to agents in Central Europe and Scandinavia. Westward the photograph went by radio to Honolulu, and from there by boat to Australia, New Zealand and Japan.

By this means over a week's time was saved in conveying the instructions to Europe, and over a fortnight as far as the Pacific countries were concerned. Less than two days after the first of the new models had been completed in Detroit, similar models were being constructed at the Colindale depot of General Motors.

REBUILT SHIP FOR YANGTZE SERVICE.

SINO-ITALIAN COMPANY VESSEL.

THE S.S. "CHANG HSING."

Hundreds of persons last week visited the steamer *Chang Hsing*, lying at the China Merchants' Kin Lee Yuen Wharf, Shanghai, where open house was held and a reception tendered by officials of the San Peh Engineering Works, rebuilders of the vessel, which is owned by the Sino-Italian S.S. Co., Ltd.

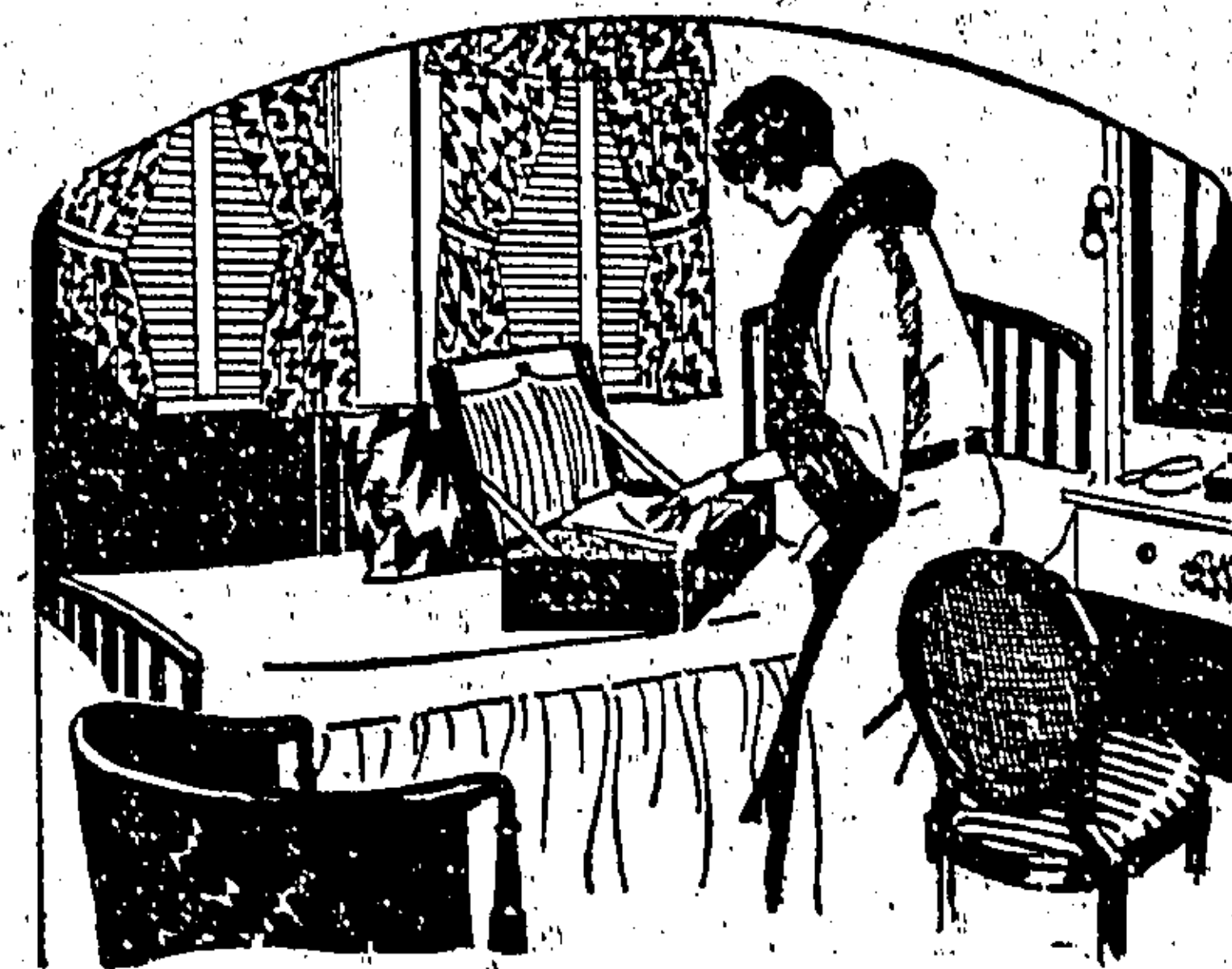
The vessel was rebuilt, new engines installed, the hull rebuilt and the ship completely redecorated from stern to stern at a cost exceeding £1,400,000. She is to go on the Yangtze River service. The *Chang Hsing* will ply between Shanghai and Hankow, and will be put into service in two or three weeks.

The *Chang Hsing* is a 3,000-ton craft with an indicated horsepower of 2,800. She is 340 ft. over all, has a breadth of 56 ft. and depth of 24 ft. With the new engines she will be capable of developing a speed of 17 knots.

PASSENGERS.

Departures.

Per A. M. L. Liner *President Grant*, for Manila on November 8th:—Mr. and Mrs. P. B. Arnold, Mr. W. H. Babbitt, Mr. and Mrs. Leon Bagenheimer, Mr. Neal Boulton, Mrs. Lee Brown, Mr. F. V. Chamberlain, Mrs. Henry H. Cohen, Miss E. C. Cranish, Mr. Hassanah Dalnami, Mrs. Willworth Davis, Mrs. C. H. Dewey, Mr. and Mrs. D. Dravo, Capt. and Mrs. Paul Erickson, Miss Eleanor Erickson, Mr. Richard Fleischer, Mrs. D. Greenwell, Mr. H. Hamaguchi, Mrs. A. B. Hanson, Mr. Asai Hiroshi, Mr. Holley, Mr. H. M. Hodges, Mrs. F. M. Ingersoll, Master Donald Ingersoll, Mr. Stewart Jamieson, Mrs. O. M. Johnson, Mrs. Vera G. Keltzeva, Mr. and Mrs. L. Laddell, Bishop and Mrs. C. B. Mitchell, Mr. Li Huan Ngo, Mr. R. Ohno, Mr. Earl T. Parks, Mr. and Mrs. J. C. Rockwell, Capt. and Mrs. W. D. Sharp, Master W. Sharp, Mr. L. Taber, Mrs. H. E. Thompson, Mr. V. M. Wolsky, Mr. M. J. Veldkamp, Mrs. Lillian Wright, Mr. A. Grueneich, Mr. Ralph L. Reynolds, Mr. Isotichiro Nokujima, Mr. W. E. Douglas, Mr. W. B. Lightburn, Mr. T. H. Eddy, Mr. Wm. R. Tobey, Mr. W. J. Sawyer, Mr. M. Freeman, Mr. H. J. Knottnerus, and Mr. J. L. R.



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Pres. Jackson Tues. Dec. 20th
Pres. McKinley Tues. Jan. 3rd

Pres. Grant Wed. Nov. 16th
Pres. Cleveland Wed. Nov. 30th
Pres. Pierce Wed. Dec. 14th
Pres. Taft Wed. Dec. 28th

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Pres. Adams Sun. Dec. 4th, 8 a.m.
Pres. Garfield Sun. Dec. 18th, 8 a.m.

To MANILA

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Pres. Polk Nov. 28th, 6 p.m.
Pres. Cleveland Nov. 22nd, 6 p.m.

Pres. Madison Nov. 28th, 6 p.m.
Pres. Adams Dec. 4th, 8 a.m.
Pres. Pierce Dec. 6th, 8 p.m.

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PORTOS	31st Oct.	23rd Nov.	8th Dec.
PAUL LECAT	4th Nov.	7th Dec.	20th Dec.
ANDBE LEBON	18th Nov.	21st Dec.	3rd Jan. 1928
GHENONCEAUX			17th Jan.

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BANGKOK	On 11th Nov.	4 p.m.
SHANGHAI & TSINGTAO "SHANTUNG"	On 12th Nov.	6 a.m.
AMOI, SWATOW & SINGAPORE	On 13th Nov.	6 a.m.
SWATOW, SHANGHAI, NEW CHANG & DAIKUN	On 13th Nov.	10 a.m.
SWATOW & BANGKOK "KANGOHOW"	On 13th Nov.	Noon
AMOI, SHANGHAI & TSINGTAO	On 14th Nov.	6 p.m.
SWATOW & SHANGHAI "LINAN"	On 17th Nov.	8 a.m.
SHANGHAI & TSINGTAO "SINKING"	On 19th Nov.	6 a.m.
AMOI, SWATOW, SINGAPORE & BANGKOK	On 20th Nov.	6 a.m.
SWATOW, SHANGHAI, NEW CHANG & DAIKUN	On 20th Nov.	10 a.m.
SWATOW & BANGKOK "KANGOHOW"	On 20th Nov.	Noon
WEIHAIR, OCHPOO & TIENSIN	On 24th Nov.	4 p.m.
AMOI, SWATOW & SINGAPORE	On 27th Nov.	6 a.m.
SWATOW & BANGKOK "KAYING"	On 27th Nov.	Noon
AMOI, SWATOW & SINGAPORE	On 4th Dec.	6 a.m.

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

November 7th.
Caroline, French str., 1,917 tons, Capt. Kuret, from Saigon, which port she left on November 2nd, with a cargo of rice, lying at buoy No. B47—Optorg Co.
Kurunglung, British str., 1,572 tons, Capt. R. T. Stephens, from Bangkok and Hoihow, with rice buoy No. B14—B. & S.
President Grant, American str., 8,405 tons, Capt. M. M. Jensen, from San Francisco, which port she left on October 15th, with a general cargo, lying at Kowloon Wharf—A.M.L.
Neigo Maru, Japanese str., 4,770 tons, Capt. R. Matsui, from Japan ports, with a general cargo, lying at Kowloon Wharf—N.Y.K.
November 8th.
Bisha Maru, Japanese str., 1,365 tons, Capt. T. Urayama, from Dairen, which port she left on November 2nd, with vermicelli and general cargo, lying at buoy No. C38—O.S.K.
Chenun, British str., 1,335 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B. & S.
Della, British str., 4,738 tons, Capt. R. S. Ward, R.N.R., from Kobe and Shanghai. The latter port she left on November 5th, with a general cargo, lying at buoy No. A1—Mackinnon, Mackenzie & Co.
General Mettinger, French str., 9,345 tons, Capt. G. S. Perry, from Yokohama and Shanghai. The latter port she left on Nov. 5th, with a general cargo, lying at Kowloon Wharf—M.M.
Hallidie, British str., 1,144 tons, Capt. S. J. Lynch, from Bangkok, which port she left on October 29th, with a cargo of rice, lying at buoy No. C45—Wo Fat Shing.
Soochow, British str., 1,584 tons, Capt. H. Jenkins, from Canton, with a general cargo, lying at buoy No. A10—B. & S.
Taiying, British str., 2,582 tons, Capt. A. J. Frame, from Melbourne and Manila. The latter port she left on November 5th, with a general cargo, lying at Holt's Wharf—B. & S.

CLEARANCES.

November 8th.
Borneo, for Hoihow.
Chenun, for Canton.
Della, for Singapore.
General Mettinger, for Saigon.
Hai Ning, for Swatow.
Hung Tai, for Whampoa.
Kun Sang, for Singapore.
Linhon Maru, for Canton.
Xingpo, for Swatow.
Phonnying, for Hoihow.
President Grant, for Manila.
Shing Cheng, for Macao.
Solokris, for Saigon.
Soochow, for Amoy.
Tak Hing, for Macao.
Tando, for Moji.
West Hinton, for Manila.

WITHIN CALL.

The following ships are expected to be in wireless communication with Hong Kong today: *Shantung*, *Maunau*, *Kun Sang*, *General Mettinger*, *Sui Sang*, *Huichow*, *President Jefferson*, *President Hayes*, *Sunatra*, *Somerethire*, *Tran*, *Seany Bee*, *Sistan*, *Lahore*, *Bintang*, *Songho*, *Taiqua Maru*, *Clydebank*, *Pavlet*, *Tjikandi*, *Venezia*, *Taiyang*.

PASSENGERS.

ARRIVALS.
Per *a.s. Delta*, from Japan, on November 8th:—Mr. and Mrs. C. S. MacDonald, Mr. D. C. MacDonald, Mrs. D. Strachan and the Rev. D. Macdonald.
Per *a.s. Talma*, from Calcutta via ports, November 8th:—Miss H. Ringstad, Mr. W. B. Coleman, Mr. W. Richmond, Mr. Fiedzielski, Mrs. J. B. Newell, Lt.-Col. Elliot, Mr. A. Carleton, Mr. A. C. Peodrian, Mr. and Mrs. L. Sassoon, Miss F. B. Pean, Mr. and Mrs. R. C. Wilcox, Mr. W. H. Harkness, Miss E. Whittingham, Mr. and Mrs. Curbuderempt.
Per *a.s. Taiyang*, from Australian ports via Manila, on November 8th:—Mr. V. Wippell, Mr. J. Walsh, Mrs. Hoakes, Mrs. Buchanan, Miss Buchanan, Mr. and Mrs. A. Seth, Mrs. H. Dickson and son, Mr. and Mrs. Mitchell, Mrs. John Drnkwater and two children, Mr. and Mrs. E. Thye, Mrs. Morrison and son, Mrs. Collis Boyd, Miss E. Lechridge, Mr. and Mrs. Platt, Mr. and Mrs. J. H. Brister and son, Mr. Graham Brown, Rev. Thos. Graham, Mr. Middleton, Mrs. R. Taylor and two children, Mrs. S. M. Cowles and three children, Mr. and Mrs. Gayton and three children, Mrs. Veyrency.
Per *a.s. President Grant*, from San Francisco, via ports, on Nov. 7th:—Mr. D. Case, Mrs. S. B. Case, Mr. C. Chan, Sir Shouson and Lady Chow, Mr. Y. H. Chan, Mr. T. W. Clifton, Mr. Stanley Fadden, Mr. G. H. Frary, Mrs. M. B. Grindie, Mr. C. S. Gubby, Dr. and Mrs. J. M. Henry, Miss Natalie Henry, Mr. A. B. Henry, Mr. H. Kadourie, Mr. and Mrs. J. Lee, Mr. L. C. Lee, Mr. C. H. Lee, Mr. Lee Wan Yu, Mr. Leung Chook Nin, Mr. Wm. A. Merkel, Mr. J. L. Monroe, Miss Hazel Page, Mr. H. W. Ray, Mr. Joseph Rock, Mr. and Mrs. A. W. Slater, Miss N. H. Snyder, Mr. H. P. Surrey, Mr. W. Van der Steen, Mr. Warneken, Sir Frederick Whyte, and Mr. L. M. Whyte.
SHIPPING MOVEMENTS.
The P. & O. *a.s. Khyber*, from Hong, arrived at London on Nov. 7th at 8 a.m.



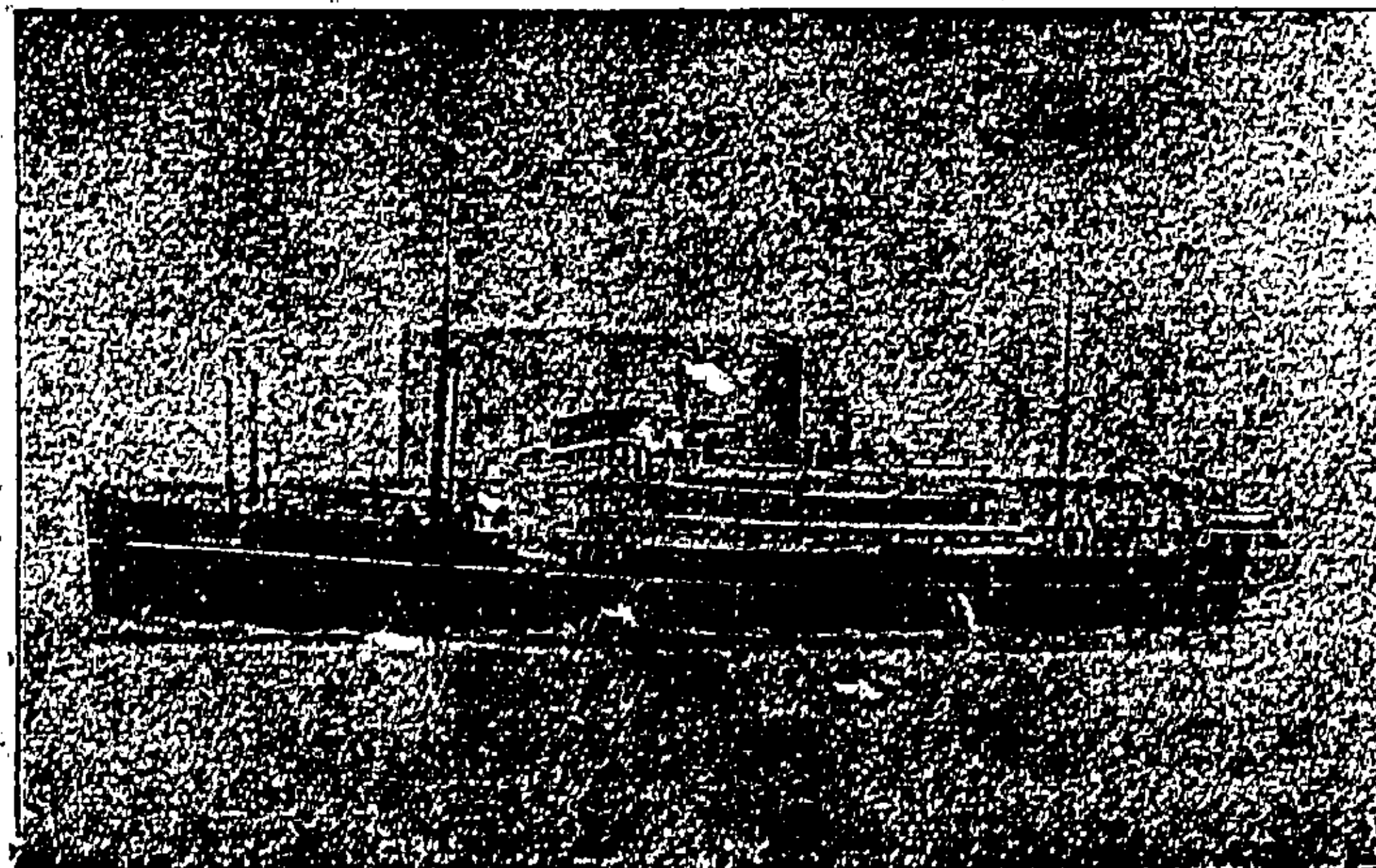
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TJISALAK	N. C. & AMOI	In port	10th Nov.	BATAVIA
TJISAROE	BATAVIA	10th Nov.	11th "	AMOI, SHANGHAI & KEELUNG
TJIKARANG	SHAL, KLING, JAYA, MACASSAR	14th "	17th "	BATAVIA
TJIBODAS	N. C. & AMOI	21st "	23rd "	AMOI & N. CHINA
TJIMANOER	BATAVIA	21st "	24th "	BATAVIA
TJISONDARI	BATAVIA	24th "	27th "	AMOI, SHANGHAI & KEELUNG
TJIPANAS	JAYA, MANILA	25th "	27th "	SWATOW, SAIGON
TJISAROE	SHAL, AMOI & KLING	25th "	27th "	MACASSAR & JAYA
TJIKINI	JAYA, MACASSAR	25th "	27th "	AMOI & N. CHINA
TJITAROEM	N. CHINA, AMOI	5th "	8th "	BATAVIA

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To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"FOOSHING" "WAISHING" "CHAKSANG" "KWAISANG"	Sun., 13th Nov., at 7 a.m. Wed., 16th Nov., at 7 a.m. Sun., 20th Nov., at 7 a.m. Wed., 23rd Nov., at 7 a.m.
TIENSIN via WEIHAIR-WEI	"CHEONGSHING"	Satur., 12th Nov., at 5 p.m.
OSAKA via AMOI, SHAH, MOJI & KOBE	"LAISANG"	Sun., 20th Nov., at 7 a.m.
CANTON	"CHEONGSHING"	Wed., 9th Nov., at 6 p.m.
STRAITS & CALCUTTA	"HOPSANG" "VAMSANG" "KUTSANG"	Fri., 11th Nov., at 7 a.m. Fri., 18th Nov., at 3 p.m. Thurs., 1st Dec., at 3 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Satur., 26th Nov., at 3 p.m. Wed., 30th Nov., at 3 p.m.

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Steamship "GARNARVONSHIRE"	(via Oran)	28th December
Steamship "GLENIFFER"	(via Oran)	25th January, 1928
Steamship "GLENSANDA"	(via Oran)	22nd February, "

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GARNARVONSHIRE"	28th November
Steamship "GLENIFFER"	25th December
Motor Vessel "GLENOGLE"	22nd December
Steamship "GLENSANDA"	12th January, 1928

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M.S. "FULDA"	21st Nov., 1927.	17th Nov., 1927.
M.S. "TRIER"	19th Dec., "	17th Dec., "
M.S. "DERFFLINGER"		14th Jan., 1928.

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M.S. "GERWIN" on or about 30th November/1st Dec.

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